

Does Your Chimney
Require Sweeping?

We employ experts who are
skilled in the handling of
modern appliances.

C. E. WARREN & Co., Ltd.
CHINA BUILDING. TEL. C. 269.

The Hongkong Telegraph.

FOUNDED 1861
NO. 22,186

六拜禮

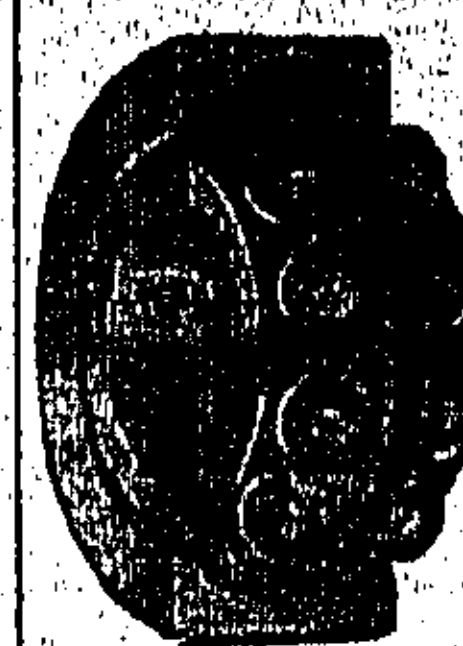
號四月六英港香

SATURDAY, JUNE 4

1927.

日五初月五

535 PER ANNUM
SINGLE COPY 10 CENTS



The useful life of this
DOUBLE-ROW
TYPE New Departure
Ball Bearing is still
unspent after every
other moving part in
the Motor Car is worn
out and this without
adjustment. 68 differ-
ent sizes and types in
stock.

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.
33, Wang Nei Chung Road, Happy Valley.

WUHU SEARCH THREAT FAILS.

LULL IN NORTHERN FIGHTING CONTINUES.

ADVANCE BY YANG SEN.

Owing to the strong action taken by the British naval authorities at Wuhu in instructing all British steamers to resist any attempt at search on the part of a society newly-formed for that object, there has been no attempt to carry out the suggestion, although passengers are being searched on the Bund.

There is a lull in the fighting between North and South. Reports from the Honan and Shantung fronts confirming earlier messages that the troops are resting after the recent heavy battles. Marshal Chiang Kai-shek is making a tour of inspection of his armies, preparatory to a further offensive.

The withdrawal of the Fengtien forces to the north side of the Yellow River is confirmed, and it is stated that General Yang Sen is making progress down river from Ichang towards Hankow.

Wuhu, June 3.

JAPANESE TROOPS.

In view of the warning issued by the British naval authorities, the newly formed local society has made no attempt to search steamers, but all passengers landed on the Bund are being subjected to search.

The situation remains the same. The Northerners appear to be holding their ground on the Luanchow-Lake Hohow front.

Naval Wireless.

Yang Sen's Progress.

General Yang Sen's troops have made further progress down river towards Hankow.

Naval Wireless.

FENGTIEN RETIREMENT.

Scanty News from Honan.

Hankow, June 3.

There is no change in the situation. News from the Honan front is scanty. The Fengtien forces have completed their retirement to the north bank of the Yellow River.

Naval Wireless.

CHIANG INSPECTS TROOPS.

Prior to Resumption of Offensive.

Chinkiang, June 3.

Marshal Chiang Kai-shek is making a round of his troops before continuing the offensive against the North.

He arrived at Chinkiang on Wednesday, left for Sangchow and Wireless.

SHANGHAI QUIET.

King's Birthday Parade.

Shanghai, June 3.

Generally the situation is quiet. The ceremonial of the British forces in connexion with the King's Birthday was witnessed by huge crowds.

Naval Wireless.

FRENCH CITIZENS.

Helped by Government.

Paris, June 3.

In the Chamber, the Finance Committee adopted a Bill of two millions francs credit for evacuating and helping the French people affected by events in China.

Reuter.

NEWSPAPER RAIDED.

Communist Literature Found.

Peking, May 29.—The police yesterday raided the offices of the defunct newspaper Hsiao Pao, and found a quantity of communist literature alleged to have been printed there.

The owner of the building was arrested.

COMMUNISTS ARRESTED.

Conflicting Chinese Stories.

According to the China Times of last Saturday the Nanking Government has received telegraphic reports from Hankow to the effect that the Communist leaders, George Hsu Chien and Tong Yen-tah, have been arrested and that they have been placed under surveillance at the Hanyang Arsenal.

The Republican Daily News of the same day reported that Teng had been arrested but that Hsu and Wang Ching-wel, chairman of the Central Executive Committee of the Kuomintang in Hankow, had fled and that their whereabouts are unknown.

THE SOVIET MISSION DEPARTS.

BIG LONDON CROWD BIDS FAREWELL.

COMMERCE MAY CONTINUE.

London, June 3.

Many passengers for the Continent were prevented from boarding the train at Victoria owing to the crowds, bespattered with red poppies and miniature red flags, who were bidding farewell to Rosengolz and the other members of the Soviet mission on their way home.

Mr. Arthur Henderson headed a party of Labourites.

The crowd cheered the appearance of Rosengolz and his wife, and the former as the train was moving away responded to the throng clamouring for a handshake, "Goodbye, I hope to see you all in Moscow some time."—Reuter.

Canada's Decision.

London, June 3.

Rosengolz, who left for Russia to-day, received from the Foreign Office yesterday a letter written at the request of the Canadian Government notifying him of Canada's decision to terminate the agreement of 1921, adding, "His Majesty's Government in Canada is nevertheless prepared to provide a continuance of the ordinary trade facilities between Canada and the Soviet Union."

Sir Austen Chamberlain also sent Rosengolz a list of the Soviet citizens whose presence was considered undesirable, as well as a list of the Russian employees of the Soviet diplomatic mission and trade delegation applications from whom to remain in Britain for purposes of trade would be considered.—Reuter.

British Mission Leaves.

Moscow, June 3.

The British mission has departed for England.—Reuter.

Some Go By Steamer.

London, June 3.

Rosengolz, the Soviet charge d'affaires, and Khinchuk head of the Soviet trade delegation, and a number of officials of the Soviet Embassy and trade delegation, left Victoria station, London, to-day for Russia, travelling via Dover and Ostend.

Other members of the Soviet staffs sailed for Russia in the Soviet steamer Youshar, which left London docks this morning.

British Wireless.

BULGARIAN REGENCY PROBLEM.

PREMIER RESIGNS AS A
PROTEST.

Bucharest, June 3.

Ambition to proclaim himself dictator when the King is dead, is attributed to the Prime Minister, M. Averescu.

He denied it to the Cabinet, and has now resigned, and a censorship now adds to the public mystification as to what is happening behind the scenes.

However, the steady collapse of King Ferdinand's health, and anxiety as to who will compose the Council of Regency when the King is dead, has led the Opposition, with the King's support, to demand a coalition Government, whence a representative Council of Regency could emerge. This Averescu has evidently opposed, and has met the demand by his resignation.—Reuter.

TO OUTDO LINDBERGH?

PROBABLE NEW YORK-
BERLIN FLIGHT.

New York, June 3.

The Bellanca monoplane "Columbia," which is to be flown by the airman Chamberlain, is with its tanks filled, lying in Curia Field ready to start, weather permitting, to some unnamed point in Europe.

The newspapers state that Berlin is the destination of the aviators.—Reuter's American Service.

SHOTS AT YACHTS.

SHANGHAI FLEET UNDER FIRE.

FULL STORY OF OUTRAGE.

The Shanghai Yacht Club yesterday fully maintained its reputation for providing excitement for its members, and they had the unusual experience of sailing two races under fire, says the N. C. Daily News in describing last Sunday's outrage at Shanghai.

And they finished the races, too, the Alchemist, at the tiller of the Sprite, with a full passenger list, being the only one to give up, and he absolutely had to, for a regular barrage was put down in front of him, evidently as the penalty for not getting smartly off the mark and being left in the rear.

The club did not challenge fate, for, being practically compelled to arrange an up-river race—or nothing—owing to the state of the tides, the Commodore went to the Chinese authorities, and sent deputies to interview both the Admiral and General understood to be in command of prospective firing parties. From both came an assurance that no foreign sailing boats need fear anything, as they would not be challenged or molested; but they insisted that all house-boats or motor launches must halt at the upper Customs Jetty for examination, and the Commodore personally saw all those in charge of such craft and gave them explicit orders to do as the Chinese authorities asked.

Ladies Undisturbed.

At 10 a.m. the racing fleet started on their way, six boats in the miscellaneous class preceding five of the Byrnes boats by 10 minutes.

YESTERDAY'S PARADE.

Pictures in To-day's
Issue.

Pictures of yesterday's King's Birthday Parade, will be found on Pages 9 and 10 of this issue.

and there being no house-boats or motor boats with them. Nothing happened until the leading boats were off the area between the Hangchow Railway Station and the Lungshu Pagoda, which previous reports had given as the danger zone. Then rifle-shots came over the boats, practically every one in the fleet being made a mark as it passed, but fortunately the marksmanship was distinctly bad and neither boats nor men were hit. There were ladies on some of the boats, but they were as little worried as the men, though some of the ladies tearfully proclaimed, "No can!"

Amongst the boats in the rear was the Sprite and, as stated, a regular barrage was put round her, so her skipper shot her into the Kiangnan Dock anchorage and her crew went ashore to endeavour to find out who was responsible for the shooting. They saw several soldiers lying behind sandbags, deliberately firing on all foreign boats, these men being egged on by one on the roof of a building near by, who shouted and waved to his men. Eventually, bullets began to spatter round the Sprite's observation post, so the yachtsmen hastily vacated it. It should be mentioned that several of the yachts were flying the British Blue Ensign, so there was the less reason for any mistake about them.

Houseboats Fired On.

Mr. C. L. Seitz, Vice-Commodore of the Club, following the racing fleet in his motor houseboat, saw the shooting and immediately put about and reported the affair to Commander Baker on the U. S. S. Black Hawk, who at once promised to send a patrol boat to escort the yachts on the return journey. Whilst this was being negotiated, Col. M. H. Logan's beautiful new motor houseboat, the Olive, went by and was met by a regular salvo of rifle shots, one going through her awning spreader, but fortunately none of the several foreign ladies and gentlemen on her was hit. She also was flying the British flag.

At 3 p.m. the racing fleet start-

SEARCHLIGHT TATTOO LAST NIGHT.

BRILLIANT DISPLAY A BIG SUCCESS.

AN EFFECTIVE SETTING.

As a conclusion to the celebration of the King's Birthday, yesterday, the searchlight tattoo was extremely effective, and attracted thousands who watched the display for the full half hour that it was in progress.

Exactly at 8.30, all the British warships in harbour flashed their searchlights into the sky, with a perfect synchronisation, that prevailed throughout. The beams, brilliant white, spread like rays across the whole vault of the heavens, and the effect was delightful. It happened that the guests at Government House had then just passed through to the back, and there they had a perfect view of the harbour. In the blue-black of the background, searchlights criss-crossed like rays across a stage setting, and the effect was really wonderful. Then came combined movement of the beams of bright light, so that they ranged across one another and all over the sky, adding a touch of fairyland to the scene.

At the precise moment arranged, the rays fell to a horizontal position, and were then, swung about in all directions, circling and crossing, and forming a kind of gigantic catherine wheel for observers on the upper levels.

Next came a concentration on the Kowloon railway station building, with its clock-tower standing out prominently in the intense glare, and forming a wonderfully effective sight to those on the Hong-kong side.

There were altogether three displays, the last one concluding about 10 o'clock, and the final concentration was on Government House itself, which stood out on the hillside like a marble palace in the intensity of the bluish-white beams. Then, as suddenly as they had appeared, the lights were switched off, and the sudden blackness came as a striking contrast to the brilliancy of a moment before.

To most of the inhabitants of the Colony this display was an entirely new thing, and one that will be long remembered.

FRENCH TRAIN SMASH.

EXPRESS DERAILED BY
GOODS TRUCKS.

Paris, June 3.

The casualties in the express train smash, when the train was derailed near Moulins, as reported earlier, are all French.

The smash occurred owing to the express crashing into several goods trucks which had been derailed a minute previously.—Reuter.

TO-DAY.

Dollar on demand 2/0.1/16.

Lighting-up 7.04 p.m.

ed from Wangchiatsu, about nine miles above Shanghai, on the return race. Off the cement works, they met an American naval launch, equipped with machine-guns, which cruised about the vicinity and it seemed there would not be a repetition of the incident. However as the last three Byrnes boats passed the railway station, when the launch was some distance off, two shots were fired at two boats which were close together and then another at the boat ahead of them, again without any damage being done.

It is understood that another foreign houseboat also encountered such a hot fire that she was turned back. The yachtsmen do not regard the incident as in any way a violation of the promises given to them, as it appears to have been done by a detached body of irresponsible men, who naturally are the more dangerous. They are especially grateful to Commander Baker for his courtesy in providing them with an escort.

Bulls and Innere

From the Office Butts.

A young bachelor was taken for a cat burglar in Ice House Street last Sunday morning. What a wonderful training for later on.

"Reader."—We are at a loss to know whether your criticism of bowlers refers to cricket, lawn bowls or headgear. Please try again.

"Enquirer."—No, the petition to be presented by the local Froth-blowers' Vat does not seek longer drinking hours but larger glasses.

Night watchmen are not the only men who stay out at night.

Now that we are getting used to all these holidays, what about trying to introduce an eight hour week?

According to the Telegraph, the trans-Atlantic airman appeared in Paris "clad in a suit and skirt belonging to the United States Ambassador, as he did not bring any luggage of his own. Blushing scarlet, he found the acclamations embarrassing, and heaved a sigh of relief when he was able to withdraw." He must have been nearly kilt with shame.

Evidently one mutton do it on Sundays.

The Filipinos say that you can't see the coconut trees for the Wood organisation.

Some of these dentists get on your nerves.

Motorists are demanding lighter cars; so are pedestrians.

We presume the defendant in the Sunday cargo case now looks upon them as scarlet runners.

Kowloon is a place where Hong-kong men are elected to the Legislative Council.

It looks as if our broadcasting station will soon be in the hands of the receivers.

Mussolini stated last week that he hopes in time to have enough aeroplanes to obscure the sun. He seems determined to put the other nations in the shade.

If Chiang continues to drive northward, he may get into trouble for exceeding the speed limit.

This harbour dredging business is likely to stir up a lot of mud.

Call "Boy!" on hot night and shine more.

The man who appeared at the stage door of the Queen's and asked to see one of the Pretty Ladies, is progressing favourably.

Fortunately we had the Loves of Pharaoh just when we needed to be well up on this Egyptian question.

This week's stray bat from the belfry: "What does a cotton gin taste like?"

General knowledge question: Name the Hongkong man who has never been able to get Shanghai on his crystal set.

Dairy Farm cows haven't nearly so much freedom as Hongkong calves.

When an International Commission sits in Peking to decide who was responsible for the discord in China, it is to be hoped that it will not fail to subpoena the folk with the gramophone next door.

With the ladies wearing trousers now we are awaiting anxiously the ethical note: "Scratching matches on the seat of one's trousers is no longer as rigorous."

"Big Bill" Thompson, the newly-elected Mayor of Chicago is coming to China for a rest.

Golf note: All the bunkers are not on the course.

The case in which the Singapore gentlemen got stuck for damages reminds us that in the gay Victorian days your blade used to pay court to his lady. Now he pays the court costs and damages.

Ukuleles are now being made with one string. This appears to be several steps in the right direction and it is hoped the movement will not stop there.

Talking about new organisations in Hongkong, what about a Society for Rendering First Aid to Overdrafts?

There would appear to be another case of loot within the Rifts.

A Ford car dashed down an embankment on the Castle Peak Road last Sunday. As its bonnet was found on the bank, it is thought to be a case of suicide.

Football enthusiasts will be interested to learn that free kicks were invented by an Aberdeen football club manager so as to encourage his men to play.

The hand of the Reds in China is not so important as their arms.

Canton educationists are visiting the Colony with a view to studying the uprising generation.

Peking doesn't know whether to be alarmed or whether the latest stir is a normal revolution.

McWhirter says a genius is a man who can wear a dirty shirt to work.

Talking of Poets Corners, we're patiently awaiting an "Owed to the Comprador."

Scientists say that women are growing taller. We've noticed that legs looked longer this year.

Even if America has no territory in China, she can always proudly claim to have introduced chop-suey.

Two Scots were walking down the Strand. One picked up half-a-crown. The other borrowed it to go and have his eyes tested.

"London's first Jixi has a light blue body, black wings, and a collapsible roof," says a Home paper. And its sting is only sixpence per mile!

The young man who appeared on the Peak tram station in polo rig and two loose pots might very well have filled them for the benefit of those present.

The local gentleman who was supposed to have drawn "Sickle" in the Calcutta sweep, is now very much cut up.

Agriculturists in the New Territories seem to be going off their onions, but are determined not to be beet.

Buyers of Polar Cakes are having an icy reception.

Police officers while on leave continue to secure arrest.

Many a bull scores a hit because it is inner-fensive.

Reduction is a feature of journalism. The press has recently reported many cases of squeeze.

Our jockeys at the Portuguese race meeting were successful in their endeavours to Macao winning feature of it.

It has dawned on some of the local jockeys that they get up too near sunrise.

If individual opinions counted in these associations, many a resident would be a president.

A stock of watches is being sold off locally at \$2. Cloves on stockings still remain the same.

Fanling is the only place where it is possible to get tea for two without any suggestion of scandal and subsequent divorce proceedings.

A northern paper says there is a scarcity of coppers in Hankow. This is due to a bad polio(ey).

The Navy ever takes its customs with it. Even the sky has now been tattooed.

A Hot Night is never a favourite with local residents, as it always leaves us like a Wragg.

The Viva-tonal Columbia



Bigger Volume
Better Tone



Hear it at—
The Anderson Music Co., Ltd.
St. George's Building

GENUINE
"KUMALAE" GOLD MEDAL
(HAWAIIAN MAKE)

UKULELE

PRICES RANGING
From \$18 to \$25

KOWLOON MUSIC STORE

Kowloon Hotel Bldg., Kowloon.

METALS

of all kinds especially for ship-
building and engineering work.
Complete stock. Best Terms.
Immediate delivery.

SINGON & CO.,
ESTABLISHED A.D. 1880.

HING LUNG ST.

Phone Central 4444-4445.

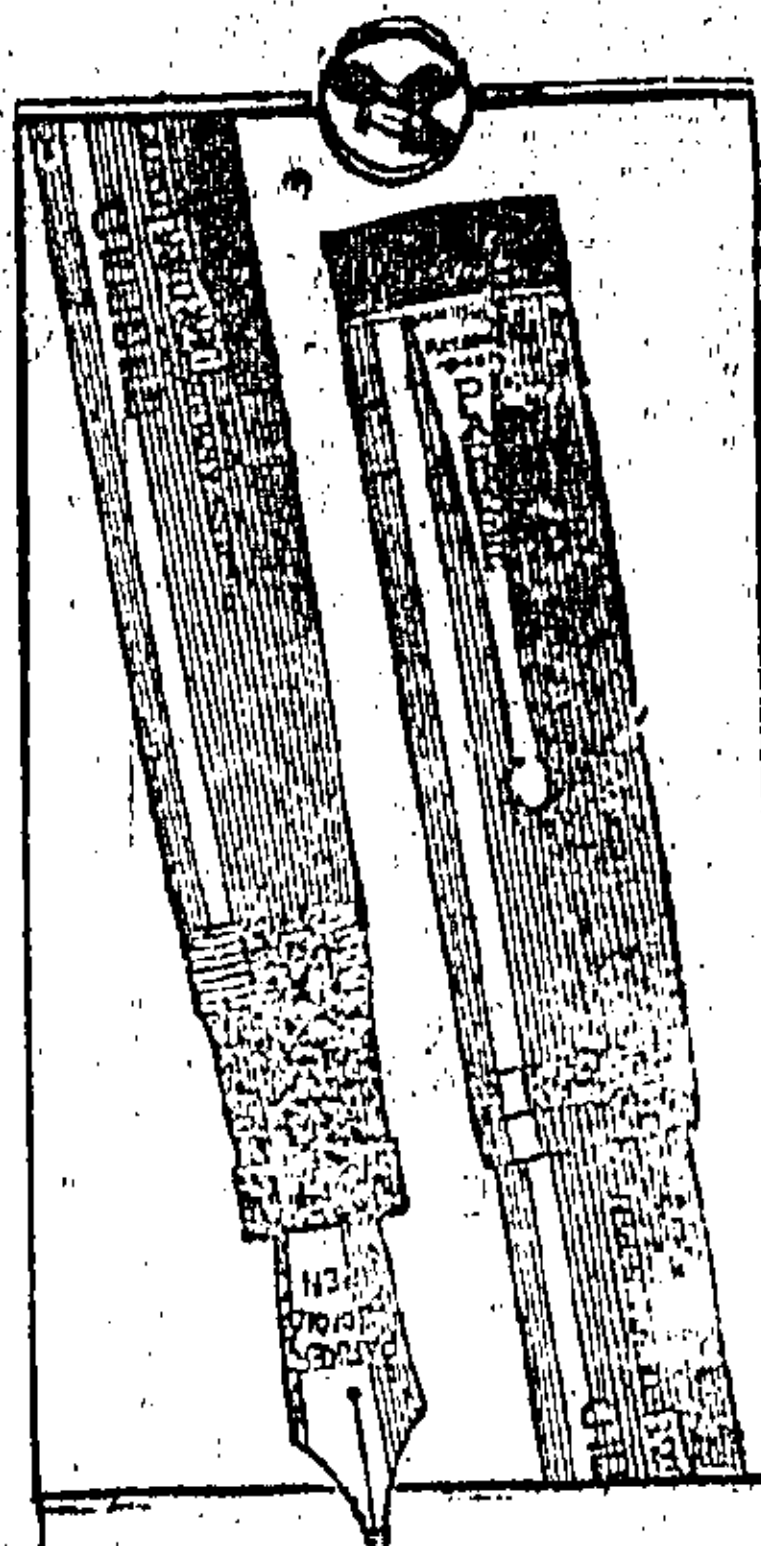
Established 1912.

THE
ROYAL
SHOE STORE.
Ladies' Dancing and
Walking Shoes.
also Lizard Skin Shoes



MADE TO ORDER
Expert Fit and Good
Workmanship.

No. 1, D'Agular Street,
Opposite Yee Sang Fat Co.
Telephone Central 3237.



It Whets a Man's Appetite for Writing

And Gives Him the
Speed and Character in
Penmanship that Lead to
Higher Earnings

The Pen with the Point Guaranteed
for 25 years if not misused

WE do not mean that the
Parker Duofold will put a
man in a high position, although
it helps him to get there. But
the same keen instinct that
makes men successful, prompts
them to pay \$1.50 for this out-
standing classic with Over-size Ink
Capacity when they could buy
fauity pens for half the money.
Sold by Stationers, Bookellers,
Jewellers and Departmental
Stores where pens are stocked.
Step to the nearest and choose
your point.

Distributors for China:
THE COMMERCIAL PRESS, LTD.
Hunan Road, Shanghai

Parker Duofold

WITH LUCKY CHINESE PEN-POINT
Guaranteed to Write
Duofold Jr. Duofold Lady Duofold Duofold
Intermediate Duofold With ring for chain or
key

MRS. MOTONO

Hand and Electric
MASSAGE

No. 31B, Top Floor Wyndham St.
Hongkong.

Mrs. J. CRAWFORD.

EXPERT MASSAGE.
14, Queen's Road C., 1st floor.

MASSAGE HALL

23, Wyndham Street
MRS. H. MORITA.
MRS. E. AKAJI.
Telephone C. 4205.

MASSAGE HALL

MRS. S. UZUNOYE
Expert Masseuse
37, Queen's Road, C 2nd. floor

THE CHINA WAR.

FENGTIEN WITHDRAWAL
PROCEEDING.

Legation Warning.

Shanghai, June 3.
The Peking Foreign Ministry
has lodged a protest with the To-
kyo Government against the de-
parture of Japanese forces to Tain-
tao and Tsinan. The communica-
tion states that the Shantung
people are bitterly opposed to this
action of Japan and declares that
Chinese government will not be
responsible for any incident which
may arise between the people of
the two nations in consequence of
the landing of Japanese troops at
Shantung.

A Peking telegram states that
the Diplomatic Corps have noti-
fied Chiang Kai-shek, Chang Tao-
lin, Yen Shi-shan, Tang Sang-shi
and Peng Yu-hsiang to the effect
that they must be responsible for
foreign lives and properties during
the coming military operation in
North China.

NEW YORK STOCK.

HEAVY SHARE GAMBLING.

New York, June 3.
With the tape twenty minutes
behind, and the floor of the ex-
change in turmoil as overworked
brokers struggled frantically to
execute a deluge of orders, the
Stock Market witnessed the last
spectacular session of the present
year, when "bear" traders, goaded
to desperation by the steady ad-
vance of past weeks, made a
savage onslaught in an endeavour
to break the market. Their suc-
cess, however, was only transitory,
and after they had succeeded in
causing recessions from one to
six points in some forty repre-
sentative stocks the market made
a good recovery, sixty stocks
reaching the year's highest. How-
ever, the market closed irregular.

—Reuter's American Service.

LEUNG KWONG.

WRECKAGE SIGHTED IN
CAPSIMUM PASS.

Ships on the river run coming
through the Capsimum Pass re-
port the presence of a large
quantity of wreckage in the
vicinity, probably from the sunken
Leung Kwong, and fishing boats
from Ma Wan are reaping a rich
harvest from the flotsam.

It is thought that the vessel,
which was carrying rice and flour,
has burst, or the high tides of the
last few days, combined with the
eddy current of the locality, has
broken the ship up, and she
having been wooden built, the
wreckage released is now coming
to the surface.

RAILWAY DISASTER.

Paris, June 3.
Nine persons were killed by the
derailment of the Paris-Nimes ex-
press near Moulins. All the coa-
ches but four overturned.—
Reuter.

OBITUARY.

WIFE OF MEXICAN
PRESIDENT.

Los Angeles, June 3.
The death has occurred
of Natalia Calles, wife of
the President of Mexico.—
Reuter's American Service.

BRILLIANT FUNCTION.

LAST NIGHT'S RECEPTION.

There was a brilliant function
at Government House last night
when His Excellency's reception
took place. The house was charm-
ingly decorated, a pleasing effect
being obtained by the use of
coloured electric lights, bright
hued flowers and stately pot
plants. A distinct Chinese note
was introduced by the fish lan-
terns and baskets of flowers sus-
pended from the ceiling of the
various rooms. This scheme was
also carried out on the verandahs
and in certain parts of the ground.
On the whole the decorations were
more extensive than those of last
year.

Rooms were set aside for danc-
ing, billiards, cards and refresh-
ment, many of the 1,600 guests
dancing to music provided by the
Lyric Orchestra.

From 9.30 p.m. to 10 p.m. there
was a searchlight display by war-
ships in the harbour, the beams
being occasionally directed on
Government House. At the con-
clusion of this display there was
a torchlight procession to Govern-
ment House by the Cameronsians,
the procession forming at the
Naval Yard, proceeding to Gov-
ernment House and taking up po-
sition on the main entrance lawn.

On the back lawn there was
marching and counter marching
by the pipers of the Cameronsians,
and the reel and strathspey were
further features of the display by
the battalion. The band of the
King's Own Scottish Borderers
played in the grounds.

At The Hongkong Club.

The Hongkong Club was thrown
open to members' friends and their
wives between 11 a.m. and 3 p.m.
yesterday when the usual cele-
bration of the King's Birthday
took place. At noon the Vice-
President, Mr. F. C. Hall submit-
ted the toast of the King which was
duly honoured.

His Excellency the Governor
and Lady Clementi, accompanied
by Capt. Steele and Capt. Forster
were present. About 350 sat
down to tiffin when the chair was
taken by Mr. Hall. Other present
included the Hon. Mr. W. T.
Southern, C.M.G., and Mrs.
Southern, Mr. Justice J. R.
Wood, the Hon. Mr. A. C.
Hynes, the Hon. Mr. W. E. L.
Shenton, Lt. Col. Comyn, D.S.O.,
the Hon. Mr. E.D.C. Wolfe and
many other prominent residents.
The band of the King's Own Scot-
tish Borderers played selections.

In Shanghai.

Shanghai, May 3.
Against a background of misty
grey skies, through which pierced
the lofty spires of the Nanking
Road buildings, Sir Miles Lamp-
son took the salute as the British
Defence Force, the Coldstream
Guards leading, marched past on
the racecourse this morning.

An immense crowd, which in-
cluded a large contingent of
American marines, witnessed the
trooping of the colours, carried
out with full ceremony, and
cheered as the companies filed
past saluting base. The weather
was mercifully cool.—Reuter.

STRAITS GOVERNOR.

ARRIVES ON H.M. THE
KING'S BIRTHDAY.

(Our Own Correspondent.)

Singapore, June 3.
The new Governor of the Straits
Settlements, Sir Hugh Clifford,
arrived to-day, was installed, and
then took the salute at the parade
in honour of H.M. the King's birth-
day. At night he was host at a
ball given at Government House.
Speeches in English and Malay
referred to his appointment as the
realisation of a cherished dream.

SERVICE NEWS.

WHO'S WHO IN RECENT
APPOINTMENTS.

Commander Massey Gooden,
D.S.O., who since his promotion in
1924 has been senior naval officer
at Halifax, has recently been reliev-
ed by Commander V.G. Brodeur,
of the Royal Canadian Navy, and
is to go to China as commander of
the cruiser Danne, at present at
Hongkong. Commander Gooden
was first Lieutenant-Commander of
the Raleigh at the time she strand-
ed off the Labrador coast in a fog
in 1921 and afterwards joined the
Constance on the same station.
The present commander of the
Danne, Commander G.L. Warren,
is to be in command of the sloop
Bryony, in the Mediterranean, in
succession to Commander E.G.G.
Hastings, O.B.E.

Paymaster at Portland.

At the R.N. base at Portland, Pay-
master Lieutenant-Commander F.R.
Porter becomes secretary to the
captain-in-charge, Captain A.G.
Cranford, in succession to Pay-
master Lieutenant E. F. McNeil-
Smith, who served for the
usual two years. In 1924-25
Paymaster Lieutenant-Commander
Porter was secretary to the Chief
of Staff on the China Station. He
was assistant paymaster of the
cruiser Achilles in the Grand Fleet
during the first two years of the war,
and in 1917-18 was on the staff of
Rear-Admiral T.D.L. Sheppard on
the cruiser Bacchante.

Assistant Naval Attache at Tokyo.

The appointment of an assistant
naval attache at Tokyo is the first
of its kind so far as that capital
is concerned. But since the war
there have been assistant naval
attaches both at Washington and
Rome. The officer chosen for the
post at Tokyo, Engineer-Commander
E. J. Allen, is one of the 14 British
naval officers now serving who are
qualified as interpreters in Japanese.
He became an engineer sub-lieutenant
in 1901, and in 1903, after four
years in the engineering department
at the Admiralty, was appointed
for study in Japan, qualifying as
interpreter two years later. He
then had a commission in the
battleship, Agamemnon, but in
June, 1914, was appointed to the
staff of the chief engineer at Hong-
kong, where he served throughout
the war until the summer of 1921.
It was while at Hongkong that he
was promoted to his present rank,
in September, 1917. From Novem-
ber, 1921, he served a two-year
commission as chief engineer of the
cruiser Durban, on the China Sta-
tion, and from January, 1924, to
February, 1927, was on the staff
of the Naval Intelligence Depart-
ment. Over one-third of his service
career has thus been spent in the
Far East.

PEKING LEGATIONS.

SUGGESTED REMOVAL TO
TIENTSIN.

Paris, June 3.
The Echo de Paris says that a
few days ago Britain informed the
French Foreign Office of the
possibility of removing the Peking
Legation to Tientsin.

The newspaper says that France
is not inclined to follow suit since
the Powers already have repre-
sentatives in Shanghai and enjoy
privileges in Peking which they
would not possess elsewhere.—
Reuter.

AMERICAN MONEY.

NEW YORK LOAN FOR
DENMARK.

Copenhagen, June 3.
The Municipality has accepted
the offer of the International Ac-
ceptance Company of New York
of a loan of \$15,000,000 at 5%
price \$2.29, repayable within
twenty-five years.—Reuter.

ERVEN LUCAS

BOLS

QUAD DECANTERS

Four Liqueurs in
one Bottle.
A saving of time
and
a joy to the eye



CALDBECK, MACGREGOR & COMPANY, LIMITED.

(Incorporated under the Hongkong Companies' Ordinances 1911-1915.)

No. 15, Queen's Road C.

Telephone 75 Central.

ROOF SAFELY

and avoid endless
cost and trouble
by using

"ITALIT"

The Perfect Asbestos-Cement Roofing

[STOCKS CARRIED

in Grey & Red Colours.

SHEWAN TOMES & Co.

SOLE AGENTS.

TO EUROPE

Arrangements and bookings made on all SUEZ LINES.—
Complete information on tours through Java, Malay States,
India, Egypt, etc.

VIA AMERICA.—Through tickets issued. Choice of Railway
Lines in United States and Canada.

Complete information on sightseeing, Hotels, estimates of
cost for all tours. Trans-Atlantic reservations made.

ALL TICKETS ISSUED AT TARIFF RATES.

Baggage and Accident Insurance.

Carry American Express Travellers Cheques.

For complete information apply

THE AMERICAN EXPRESS CO., Inc.

Phone C. 4625.

4a, Des Voeux Road Central.

THE WORLD LADIES' AND GENTLEMEN'S

HAIRDRESSING SALOON,

58, Nathan Road, Kowloon.

Splendidly situated in the Heart of the European section.
Competent, experienced hairdressers assuring stylish cut.
Elegant equipments and good sanitary conditions
throughout.

Most up-to-date machine and method for Permanent
Wave. Price very reasonable.
We open daily from 8 a.m. to 8 p.m. except Sundays, when
the hours are 10 a.m. to 1 p.m. Phone Kowloon 1378.

ELECTRO-PLATING.

OVER TWENTY YEARS EXPERIENCE in the Electro-
deposition of Metals in Hongkong, places us in a position to
offer reliable and efficient service for the plating of articles
in Gold, Silver, Nickel and Copper.

Artistic finishes in Bronze, Antique Copper, and Oxidized
Silver.

Polished and Lacquered Brassware.

William C. Jack & Co., Ltd.

ELECTRICAL ENGINEERS,

Tel. Central 353

Hongkong.

Loss of weight

often leads to
extreme weakness,
even consumption.
SCOTT'S Emul-
sion builds the body,
enriches the blood,
aids digestion and
leads to increased
weight and better
health. Ask for—



SCOTT'S Emulsion

The protector of life

SALESMAN \$AM

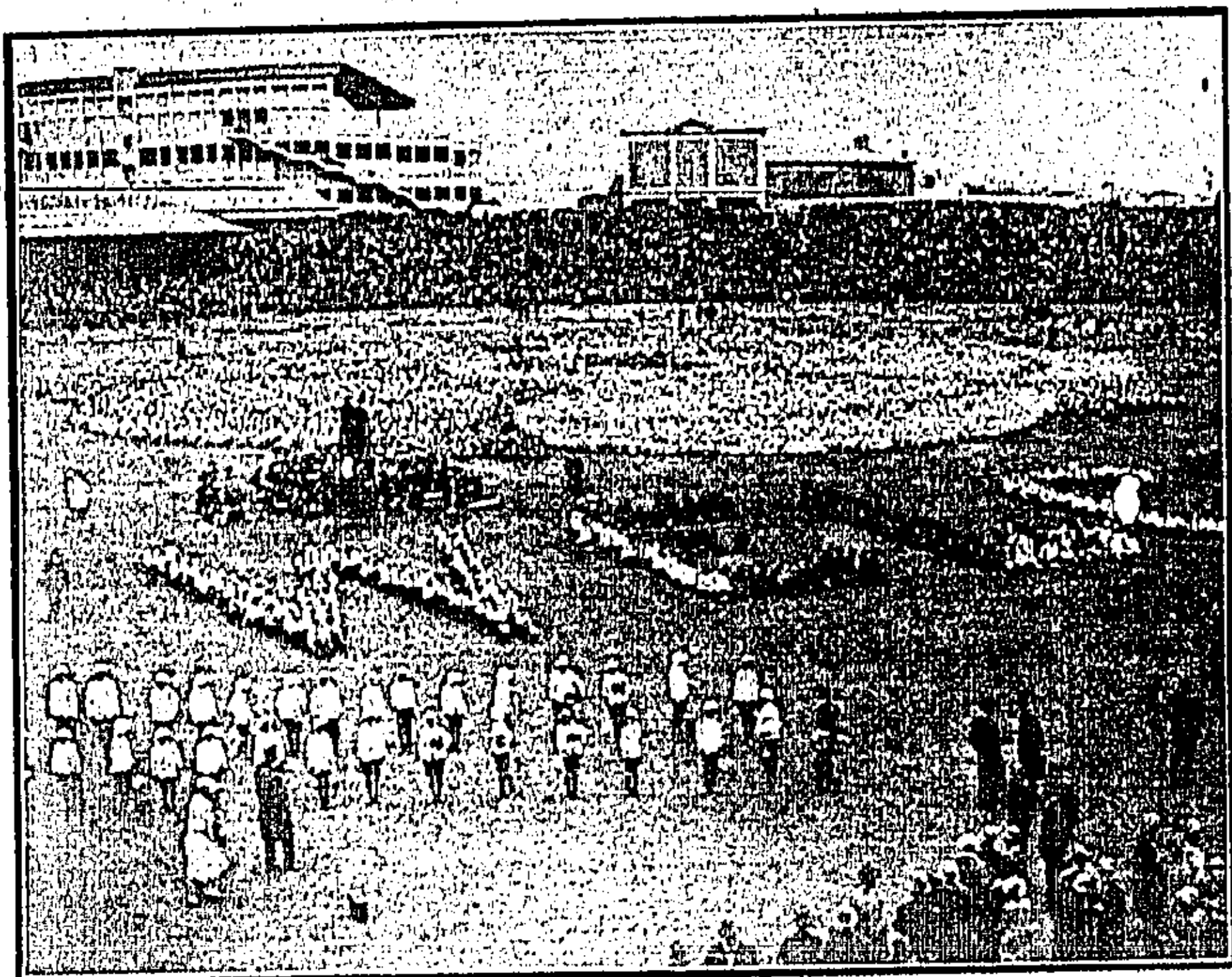
He's Out Again

By Swan





Two groups taken at interesting local weddings which recently took place at St. John's Cathedral. On the left is the bridal group at the wedding of Mr. Y. T. Li and Miss Phoebe Long, while at the right is seen the wedding group at the marriage of Mr. A. L. Cunningham and Miss Alice Law.



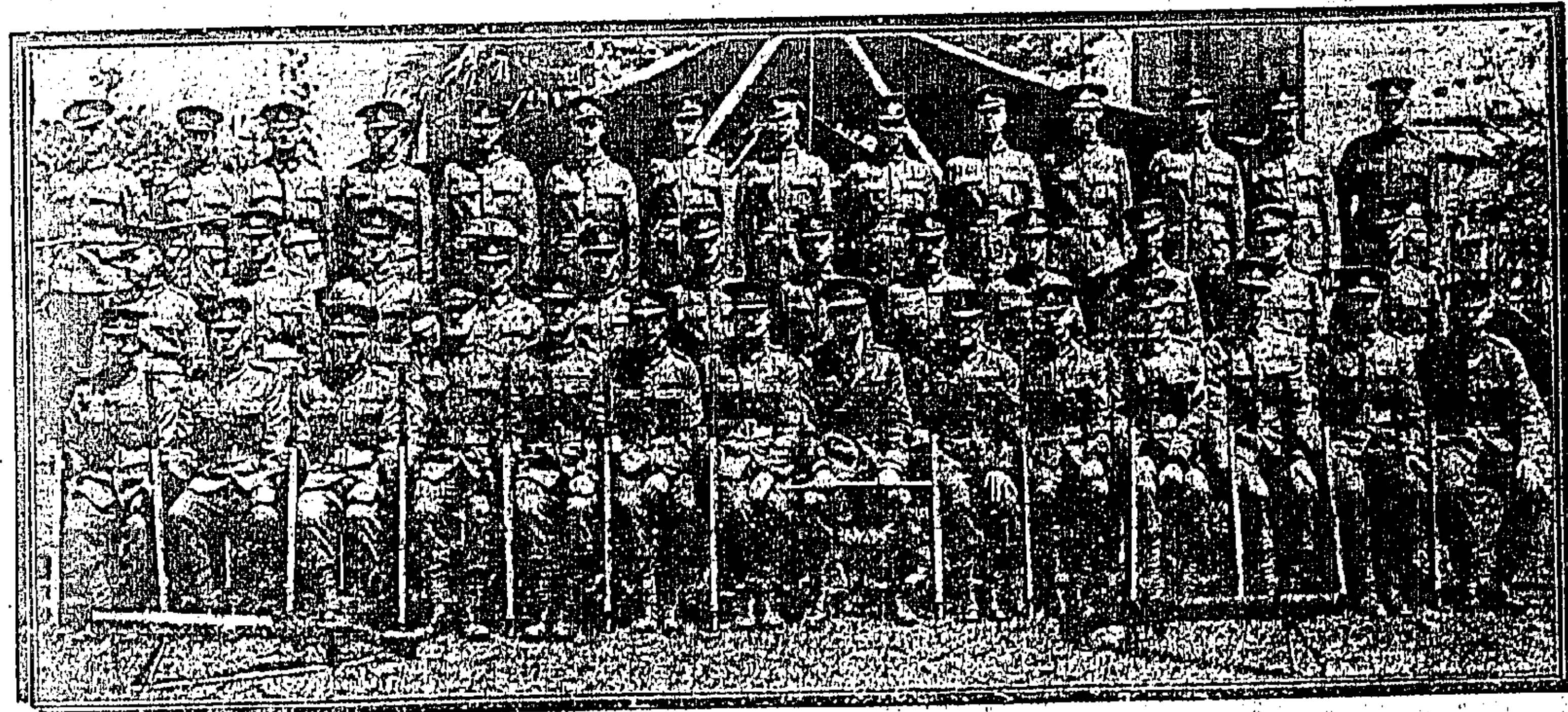
The living "Rose Welcome" formed by schoolchildren which the Duke and Duchess of York saw at the cricket ground at Sydney.



The Duke and Duchess of York in the centre of the human White Rose of York, formed by schoolchildren on the cricket ground at Sydney.



Mr. T. V. Soong, who has been offered the post of Finance Minister by the Canton Government, and is reported to be likely to refuse.



Platoon of Royal Marines, guarding British interests on the Pootung side of the River Whangpoo. The group was taken in the compound of Mackenzie and Co., where the Marines are quartered. Lieut. Luxmoore, seated in the centre, is the O. C.



The "off day" at the Shanghai races regularly marked by the holding of a tiffin party by owners and jockeys. The above photo was taken when the guests were assembled at the recent Spring Meeting.

DRESS WEAR ITEMS



You can be sure of getting everything you require in dress-wear at Mackintosh's. You will get it in that unobtrusive correctness which you regard as essential. Every item, in finish, in style, in fit and comfort, will comply with your own exactly high standard of what is correct for you. For here, as nowhere else, the needs of the particular man have been closely and intelligently studied.

MACKINTOSH

& Co., Ltd.

MEN'S WEAR SPECIALISTS

Alexandra Building.

Des Voeux Road

Yours Truly

Tobacco Store

22, Des Voeux Road C.

(Phone: C. 1856.)

sells

the world famed MANILA Cigars

LA PERLA DEL ORIENTE

made by:

The Orient

Tobacco Manufactory,
C. Ingenohl.



THE SEASON'S

Bathing Caps and Shoes have arrived.

An early purchase is advisable.

Latest Styles, Moderate Prices

THE COLONIAL DISPENSARY

14, Queen's Road, Central Tel. C. 1877.



THOSE REQUIRING GROUP PHOTOS

are advised to make use of our new CIRCUIT CAMERA by which long photographs of groups (up to 2,000 people) can be taken in one picture, so that every figure in the group appears clearly. Photos from 12 inches to 8 ft. in length.

Call and see specimens.

MEE CHEUNG.

Studio, Ice House St.

Branch 7, Beaconsfield Arcade,

WHITEAWAYS

NEW SUMMER DRESS GOODS

NEW SEASON'S
WASHING
DRESS FABRICS

NEW
BORDERED
VOILES.



The newest designs & colours in the Popular Bordered Voiles just arrived, 48 to 50 inches wide

\$2.50 to
\$4.50 yard

BLUE BLAZER FLANNEL 56 inches wide
\$4.75 Yard.

WHITEAWAY, LAIDLAW & COMPANY, LIMITED.

A Profitable Investment.

Judicious Advertising is one of the most profitable investments associated with successful Business Enterprise.

Advertise in

The Hongkong Telegraph

and secure the co-operation of its readers in buying your goods.

Prepaid Advertisements

25 WORDS FOR \$1.00 (\$1.50 if not prepaid)

The following replies are awaiting collection:—

1392, 1342, 1397, 1441, 1444, 1456, 1462, 1453, 1512, 1516, 5, 26, 32, 33, 72, 80, 88, 101, 102, 161, 168, 174, 191, 194, 208, 216, 221

BOARD RESIDENCE.

FAMILY HOTEL.—Victoria Gardens. Quiet apartments and suites of rooms. Full board from \$95, \$110, \$130 monthly. Large commodious rooms, also daily rates; five minutes from ferry, next new Hotel, Hankow Road, Kowloon, Tel. K.357.

SITUATIONS VACANT.

WANTED.—Experienced English nurse for small boy aged 8 years. Apply Box No. 216, care of "Hongkong Telegraph."

FOR HIRE.

FOR HIRE.—Bus suitable for large Picnic Parties to Castle Peak during the Holidays. Apply Phone K.1006.

PREMISES TO LET.

TO LET.—One European Flat Wanchai Gap Road, Hongkong. Apply to 32, Kennedy Road.

TO LET.—Office Rooms, 2nd Floor, New Hongkong Bank Building. Apply Sang Kee, same building.

TO LET.—From 1st June, furnished flat at Mount Kellet, No. 196, The Peak. Apply Property Office, Jardine, Matheson & Co., Ltd.

TO LET.—At Fanling, a 4-roomed house with garden & garage. Moderate Rent. Apply Kwong Sang Hong Ltd., 250, Des Voeux Road Central.

COMMODOUS OFFICES to let in No. 7, Queen's Road Central, also two small offices in 1A, Chater Road. Apply E. D. Sassoon and Company, Ltd.

FLATS also **ROOMS**, single, double, furnished or unfurnished, mid-level or Kowloon, excellent locations. Partial service, if required. Small Investors. Tel. C.4880.

TO LET.—European Flat, 29A, Kennedy Road, 4 rooms 2 bathrooms servants quarters. Apply Telephone C.547, or Thornhill Aerated Water Factory, 154, Praya East.

TO LET.—SHIPPING OFFICES in Connaught Road Central, Nos. 16, 18 & 19, Ground Floor; Nos. 16, 17 & 18, First Floor; No. 16, Second Floor. Please apply S. K. Trust Ltd., 29, Connaught Road, Central.

TO LET.—Furnished flat on Peak to let: two bedrooms with bathrooms, two reception rooms and enclosed Verandah. Modern Sanitation. Immediate Possession. Apply Box No. 207, care of "Hongkong Telegraph."

NEW ADVERTISEMENTS.

BASEBALL

AT THE HAPPY VALLEY DIAMOND.

SUNDAY, JUNE 5TH.
ALL STAR FILIPINO TEAM
Versus
ALL HONG KONG.

MONDAY, JUNE 6TH
ALL STAR FILIPINO TEAM
Versus
U.S.S. "HELENA."

GAMES START 4 P.M.

ADMISSION TO STAND 50 CENTS.
Ladies by Courtesy.

A Few Reserved Seats can be had at \$1.
Booking at KOWLOON TOBACCO KIOSK, Kowloon Hotel, Telephone K. 1227.

(NOTE:—A Charge for Admission of Ladies to Reserved Seats will be made.)

CHINA SUGAR REFINING COMPANY LIMITED.

NOTICE.

THE FORTY-NINTH ORDINARY ANNUAL MEETING of the Shareholders of the above Company will be held at the Offices of the General Agents, Pedder Street, on Tuesday, 7th June, 1927, at noon, for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1926.

The Transfer Books of the Company will be closed from 26th May, to 7th June, 1927, both days inclusive.

JARDINE, MATHESON AND CO., LTD.
General Agents.
Hongkong, 16th May, 1927.

HONGKONG JOCKEY CLUB.

The Fourth Extra Race Meeting will be held (weather permitting) at Happy Valley on Saturday, 4th June and Monday, 6th June, 1927, commencing at 2.45 p.m. on both days. The first bell will be rung at 2.15 p.m.

The charge for admission to the Public Enclosure will be \$1.- per day for all persons including Ladies. Soldiers and Sailors in uniform half price.

Members are advised that they must show their Badges to obtain admission to the Members' Enclosure.

Each member has the right to introduce 2 non-members to the Members' Enclosure, tickets for whom can be obtained from Messrs. Linstead & Davis at \$5.- each per day up to Thursday, 2nd June, 1927.

The charge for admission for Ladies to the Members' Enclosure will be \$2.-. Each member can obtain, upon application to the Secretary, Badges for admission of 2 Ladies free of charge.

LOST



On the 28th of the 4th Moon, a child named LAU WA YUN, 6 years of age, was lost at 3 p.m. Will anyone having information as to his whereabouts kindly communicate with Mr. To, Yin Ting Restaurant, Lin Tong Street, Kowloon.

PACKING

We carry out every description of packing goods for overseas transport. Terms reasonable.

KIMOTO & CO.
42, Wellington Street.
Tels. C.609 and 3237.

MRS. SEKAI MASSAGE

Tel. No. C. 4433, 2nd Floor, 2, Duddell Street, Hongkong

LAMMERT'S AUCTIONS

PUBLIC AUCTION.

The Undersigned have received instructions from B. Wylie Esq. to sell by Public Auction,

on THURSDAY,

the 9th June, 1927,
commencing at 10.30 a.m.

At No. 7, Torres Buildings, Kimberley Road, Kowloon.

A Quantity of Valuable Household Furniture,

comprising:—

Teak Hatstand, Chest-of-drawers, Couch and Chairs, Easy Chairs, Teak Bookcase, Carpets, Pictures, Ornaments, etc.

Large Teak Dining Table, Chairs, Teak Sideboards, Large Teak Flat Desk, Crockery, Glass Ware, etc., etc.

Bedsteads, Teak Wardrobes, Teak Dressing Table, Chest of Drawers, Washstands, etc., etc.

also

A Few Pieces of Blackwood Furniture.

and

One Piano in Good Condition.

*Catalogues will be issued.

On View from Wednesday, the 8th June, 1927.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

CHINA AUCTION ROOMS.

4, Duddell Street.

If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

E. V. M. R. de SOUSA.

PEAK TRAMWAYS CO., LTD.

NOTICE is hereby given that the Annual Ordinary General Meeting of Shareholders of the above Company will be held at the Hongkong Hotel, Hongkong, on Thursday, 9th June, 1927, at 11 a.m. for the purpose of receiving the report of the Directors together with statement of accounts for the year ended 30th April, 1927.

The Transfer Books of the Company will be closed from Saturday, 4th June to Friday, 10th June, 1927, both days inclusive.

JOHN D. HUMPHREYS & SON, General Managers.
Hongkong, 30th May, 1927.

CHURCH NOTICES.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject: "God the only cause & Creator" Wednesday Evening Meeting at 6.30 p.m. Reading Room at above address, open: Tuesday and Friday, 10 a.m. to 12 noon.

Monday and Thursday, 5 to 7 p.m. The Public is cordially invited to attend the services and visit the Reading Room.

St. Peter's Church. Whit Sunday, 5th June. Holy Communion at 8.00 a.m. Sung Eucharist with Sermon at 11.00 a.m. Whit Monday. Holy Communion at 7.15 a.m. Tuesday in Whitsun Holy Communion at 7.15 a.m. June 6th (Whit Monday) Social for Service Men at the Young Men's Club at 8.30 p.m. Admission free to all.

Wesleyan Methodist Church, Queen's Road East, Wanchai (near Royal Naval Hospital) Sunday, June 5th. Service at 10.15 a.m. Preacher: Rev. J. C. Knight Anstey. Subject: "Power." Short Address and Holy Communion at 6.00 p.m. Rev. F. S. H. Rossiter. At 7.00 p.m. Special Performance by the Male Voice Choir of H.M.S. "Dauntless." Meetings at the Sailors' and Soldiers' Home, Arsenal Street: Sunday: 8.00 p.m. Bible Class conducted by Mr. May, 8.15 Chaplain's Meeting and Social Hour. Thursday at 8.00 p.m. Fellowship Meeting. Saturday at 8.00 p.m. Prayer Meeting.

EXCITING SCENES IN GLASGOW.

FIREMEN HAMPERED BY CROWD.

Three fires, in one of which a salvage officer lost his life, occurred in Glasgow in mail week, damage estimated at £50,000 being done in one case and at £12,000 in another.

The biggest blaze of the three was at the well-known factory of Messrs. Lyon & Co., Ltd., fine art printers and wholesale stationers, and was in progress when the cinemas and theatres were emptying.

Tramcars were stopped in the busy thoroughfare, and all the streets in the vicinity were soon congested, with the result that the firemen were so hampered that they had at one time to turn their hoses on the crowd to press them back.

About 80,000 people witnessed the fire from the heights of Garnet Hill, at the foot of which the works are situated.

The firm occupied one building fronting Sauchiehall Street and another at the rear facing Renfrew Street.

Floor Gives Way.

When the many divisions of fire brigades arrived the smaller building in Sauchiehall Street was burning furiously. Flames and smoke rose high above the surrounding buildings, and very soon the first floor gave way, followed shortly afterwards by the top floor. Printing frames and machines swept through the beams as if they were made of paper.

With the collapse of the roof the flames streamed towards the Charing Cross Halls, which adjoin the building. Firemen poured tons of water on both buildings, and the salvage corps removed articles from the halls.

Next to the halls 600 dancers were indulging in the Charleston within the Locarno Palais de Danse. For some time after the alarm the dancers gaily continued without being aware of the fire practically "through the wall."

The flames spread so rapidly that the bigger factory in Renfrew Street soon caught alight, and very soon was raging as fiercely as the other building. The Renfrew Street premises are on a much higher level, and the glare from this turned night into day.

The Locarno, by this time, was being denuded of its patrons, who left the building unhurriedly and without a semblance of panic.

Tenants Warned.

Practically joined to the Renfrew Street factory is a tenement building. Tenants were warned, and as the flames became stronger some evacuated their homes.

In the excitement a boy of 16 apparently overcome by stress, disappeared clad only in his pyjamas, but later was found safe. A Mrs. Kirkland, alarmed on account of her two children, fainted, and was rescued by a fireman, her husband safely shepherding the children to the street.

Another family, consisting of five persons, left in their night attire. To make matters worse they lost touch with each other in the rush and did not meet again for some hours.

After hours of strenuous work the firemen obtained control over the fire by 2.30 (it was first seen shortly after 10 p.m.), and many of the brigades departed. Others stood by through the night.

The police reported that three motor cars disappeared during the height of the fire, unauthorised persons having apparently entered and driven them away. The fire caused damage estimated at £50,000, the contents of the building, including costly up-to-date machinery, being worth £20,000.

Frank McGee of Brockton, Massachusetts, kept a black snake, five feet long, in his house for a pet. He also had a crow that flew from room to room, and perched on the pictures. There were eight cats, and a pig slept under the kitchen stove at night. Mrs. McGee sought a divorce, contending her companionship was not essential to her husband's happiness.

HONGKONG TIDE TABLE.

From 6th to 12th June, 1927.

High Water.		Low Water.	
Date.	Time.	Date.	Time.
Mon.	6.00 a.m.	Tues.	6.00 a.m.
Tues.	7.00 a.m.	Wed.	7.00 a.m.
Wed.	8.00 a.m.	Thurs.	8.00 a.m.
Thurs.	9.00 a.m.	Fri.	9.00 a.m.
Fri.	10.00 a.m.	Sat.	10.00 a.m.
Sat.	11.00 a.m.	Sun.	11.00 a.m.

MAY 30 TENSION.

SHANGHAI'S DAY OF WORRY.

FRESH TROUBLE AVERTED.

Although May thirtieth in Shanghai passed without "incident," there was much in the general attitude and demeanour of the restless crowds which surged along Nanking Road throughout the day, to show how little a spark would be needed to explode a new powder-magazine of trouble in Shanghai, says the Shanghai Mercury.

In the earlier part of the day the crowds displayed distinct trepidation, but as the hours wore away and nothing out of the usual happened, the mood seemed to soften to one of curiosity, with a very evident intention to take a hand in whatever disturbance might be commenced.

Practically every shop in the Nanking Road was closed tight. Completely closed, without even the usual "one-shutter-for-business" camouflage which the merchants adopted during the strike. All along the road the Kuomintang flags fluttered at half-mast, and from the size of the crowds, mostly the younger men, which sauntered aimlessly along, the suspension of business must have been very complete throughout the whole Shanghai area.

Idle Crowds. From about 10.30 a.m. crowds of idlers commenced to gather at the Wing On corner at the junction of Nanking and Chekiang Roads, always a danger spot when trouble is afoot in Shanghai.

The police, who were not out in obvious force, kept the crowds on the move, the crowd relieving its feelings by the shouting of slogans and a little sporadic stone-throwing. Two foreign officers were struck without injury.

At eleven o'clock the landing party from the United States Navy, which had been attending the Memorial Day services at Bubbling Well Cemetery, passed through the centre of the demonstration to an accompaniment of cat-calls and hisses. The advent of the sailors was quite accidental, and they did not halt, but a routine order to "Change Arms," to move the rifle from the right to the left shoulder, which happened to be given at this juncture, alarmed the crowds and they commenced a precipitate retreat.

Reserves at Louza. In the compound of Louza station a half of the Gordon Road Riot Squad and mounted police were stationed. The new riot van for use in just such emergencies was also standing by. At twelve o'clock the Specials and Reserves were mobilised.

All units of the Shanghai Defence Force and the Shanghai Volunteers, except those on barrier duty, remained in their billets ready for instant action in case of necessity.

Few Trams Suspended. At 11.30, on police orders, the three and six route trams travelling on the cross-town service were stopped.

Streams of pedestrians wended their way down Nanking Road at noon, all seeking to satisfy their curiosity as to what was transpiring on the Chekiang Road corner or likely to take place during an student sortie. One of the long-gowned youths, sporting a cane and a cigarette, wore a black armlet. Others merely wandered, with all the air of the idle rich, for, after all, the toilers in the city who have abstained from work to-day are being thoughtfully recouped by charitable employers. Of holidays, and celebrations, there is no end.

Posters Everywhere. Many Chinese shops and stores were closed, and the dismal shutters were adorned with posters, detailing in black letters the significance of the day's celebrations. The tolerant mood of the local authorities was once more exemplified, for no effort was made to remove these garbled political "squibs." They served to satisfy the agitators in the International Settlement, and did not provoke any remarkable demonstrations.

Precautions at the Barriers. Military precautions against May Thirtieth demonstrations at the barriers took the form of a complete closing of all the northern entrances to the Settlement from Chapel at eight o'clock. On the French Concession side the barriers were allowed to remain open, but strong parties patrolled Avenue Edward VII ready for any eventuality. Military, volunteers and police, stood by throughout the day, but their services were not called for.

Two hundred persons, male and female students mostly, held a memorial service at 3 p.m. yesterday (in honour of Chinese who were killed in Nanking Road riots on May 30, 1925) on a piece of vacant ground near Fong Ka Moh Jiao, Chapel.

This ground, which was originally purchased to serve as the burial place for the deceased, was decorated for the occasion with scrolls, wreaths, and blood-stained garments.

POST OFFICE NOTICE

NOTICE.

The parcels post service to Russia in Asia via Japan is temporarily suspended.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

RADIO TELEGRAMS may now be accepted for Hongkong under the same conditions and at the same rates as for Canton.

Outable articles forwarded by letter post to Great Britain are liable to confiscation by the Customs. Such articles should be forwarded by parcel post only.

During the interruption of the Hongkong-Macao cable service the Macao Radio Station will remain open for the exchange of telegrams with Hongkong from 8 a.m. to 10 p.m. The Hongkong Station is always open and messages are accepted at any time throughout the 24 hours.

Letters and postcards only for the United Kingdom and Europe will be forwarded via Siberia if so superscribed.

The Radio Telegraph Service between Hongkong and Swatow has been resumed and telegrams are now accepted under the same conditions and at the same rates as for Canton.

Parcels post service between Hongkong and Ports of the Yangtze West of Hankow is temporarily suspended.

INWARD MAILS.

From	Per	Due
Shanghai	Soochow	June 4.
Europe via Negapatam (letters and papers London 5th May, 1927)	Salsang	June 4.
U.S.A., Honolulu, Japan, Shanghai and Europe via Siberia	Tenyo Maru	June 5.
Canada, U.S.A., Japan and Shanghai	Emp. of Russia	June 6.
U.S.A., Honolulu, Japan and Shanghai	Pres. Monroe	June 6.
Japan and Shanghai	Pres. Jackson	June 6.
Australia and Manila	Kashmir	June 10.
Manila	Changto	June 11.
	Emp. of Russia	June 20.

OUTWARD MAILS.

For	Per	Date.
Swatow, Amoy and Formosa	Hozan Maru	Sun., June 5, 9 a.m.
Straits, Ceylon, India, Mauritius, E. and S. Africa	Andes Maru	Sun., June 5, 9 a.m.
Straits, U.S.A., Canada, U.S.A., E. and S. America and Europe via San Francisco and Europe via Siberia	Autolycus	Mon., June 6, 9 a.m.
	Pres. Pierce	Mon., June 6, 11 a.m.
	Registration	11.15 a.m.
	Letters	Noon.
	(Due San Francisco 30th June.)	
Manila	Pres. Monroe	Mon., June 6, Noon.
Hohow, Pakhoi and Huiphong	Monado Maru	Tues., June 7, 8.30 a.m.
*Swatow and Bangkok	Kalgani	Tues., June 7, 10.30 a.m.
Swatow, Amoy and Foochow	Haiching	Tues., June 7, noon.
Straits, Ceylon, India, Mauritius, E. and S. Africa, Aden, Egypt and Europe via Marseilles	D'Artagnan	Tues., June 7, 1.45 p.m.
	Registration	2.30 p.m.
	Letters	7th July
Weihaiwei	Huichow	Tues., June 7, 2 p.m.
Manila	Emp. of Russia	Tues., June 7, 3.30 p.m.
Manila	Pres. Jackson	Tues., June 7, 4.30 p.m.
Amoy	Kingyan	Tues., June 7, 5 p.m.
Amoy	Soochow	Tues., June 7, 5 p.m.
Swatow	Kwongsang	Wed., June 8, 8.30 a.m.
Straits and Calcutta	Fooksang	Wed., June 8, 1.30 p.m.
	Parcels	Noon.
	Letters	1.15 p.m.
Java via Batavia	Tyikini	Thurs., June 9, 10.30 a.m.
Straits	Cremor	Thurs., June 9, 2.30 p.m.
Swatow, Amoy and Foochow	Haining	Fri., June 10, 1 p.m.
Sandakan	Mausang	Fri., June 10, 1.30 p.m.
Straits, Ceylon, India, Mauritius, E. and S. Africa, Egypt and Europe via Marseilles	Kashmir	K. P. O.
	Parcels	June 10, 4.30 p.m.
	Reg.	June 11, 9 a.m.
	Letters	June 11, 10.30 a.m.
	G. P. O.	
	Parcels	June 10, 5 p.m.
	Reg.	June 11, 9.45 a.m.
	Letters	June 11, 10.30 a.m.
	(Due Marseilles 10th July.)	

*Correspondence bearing vessel's name only.

PRINCESS AS NURSE.

UNIVERSITY COLLEGE CENTENARY.

Princess Arthur of Connaught nurses regularly at University College Hospital, London. This was revealed by Prince Arthur of Connaught at the annual Fellows' dinner at University College. The celebration of the centenary of the College in June gave special interest to the dinner, at which the Prince and Princess were the chief guests.

"Our most illustrious Doctor, His Majesty the King," was the formula, specially sanctioned by the King, who is an honorary graduate of London University, with which Mr. Nathaniel Micklem, K.C., the chairman, proposed the chief toast.

Proposing the toast of "The Guests," Mr. Micklem referred to the laying of the first stone of the College buildings, one hundred years ago, by the Duke of Sussex, and to the granting of a Royal charter to the College by King William IV. He stated that the Royal House had given encouragement and support to the College throughout its hundred years of existence. He also indicated that the principles upon which the College was founded—namely, freedom from religious tests and a wide and comprehensive curriculum—while viewed with hostility one hundred years ago, had become now the general practice of the country.

"Toleration." Remarking that he supposed in such a learned company no grammatical errors or slips in syntax would be tolerated, Prince Arthur, responding, said he sincerely hoped that, at any rate for that one evening the breadth of their toleration would be in proportion to the depth of their learning. (Laughter.)

"If for a moment you contemplate the extent of University College as it is to-day—its buildings, its faculties, the number of its students, the scope and influence of its work—you cannot fail to be amazed at the wonderful growth during its one hundred years of vigorous life; but it has not stopped growing yet—far from it," he continued. "No College, least of all this College of the University of London, can ever claim to have reached that maturity beyond which no further growth and progress are possible. However, the developments of University College, in contemplation and already in progress, show that you are determined to keep well abreast of the times."

The centenary was being marked by an appeal for a large sum of money for new buildings and equipment, for reconstruction work, and for the endowment of teaching. The centenary celebrations, extending over ten days, would be inaugurated by the King and Queen on June 23. He was greatly honoured to receive the College's invitation to undertake the ceremony of dedicating the Great Hall, which was to stand as its Centenary and War Memorial Hall.

WATER LEVELS.

REPORT FROM BOARD OF CONSERVANCY WORKS OF KWANGTUNG. WATER-LEVELS IN ENGLISH FEET.

Place of Observation.	Highest W.L.	Lowest W.L.	W. L. W. L.	
	on record	on record	2/6	3/6
West River at Shihung	+41'0"	0'	+11.3	f. fallings
North River at Taingyuen	+23'7"	0'	+9.4	+9.2
North River at Samahut	+27'3"	-5'	+6.4	+5.4
East River at Sheddung	+15'2"	-2'	+7.4	f. fallings

The Right Things For Men's Summer Wear



Cotton Dressing Gowns
Colorful printed designs.
Cool and comfortable.
Towel Bath Robes
Perfectly tailored and
attractively priced.
Cotton Crepe Kimonos
Pleasing colors & designs
B. V. D.
AERTEX
Union Suits, Shirts, and
Drawers
Indian Gauze Singlets
Buttoned or Buttonless
All Sizes In Stock.

The Sincere Co., Ltd.
"THE HONGKONG EMPORIUM."

FLANNELS Cleaned quickly by special method

Our method of cleaning flannels renders them soft and fleecy and of clean bright colour—practically like new. All orders are returned promptly, and the charge is only 50 cents per pair for trousers; other articles at equally modest prices. Write for Price List describing our Service.

SUN HOW WAH & CO.
DYERS & DRY CLEANERS
75 Queen's Road Central and 232 Des Voeux Road.

THE NAVY'S CHOICE

Cates'
ORIGINAL

PLYMOUTH GIN

OBTAINABLE.

EVERYWHERE.



Distributors—
American Milk Products Corporation.

5, Duddell Street.

Tel. C. 3722.

HIGH MARRIAGE RATE IN GERMANY.

FEAR OF RISE IN DAWES RATES.

Berlin.—Young couples in Germany are marrying more frequently than formerly and thereby causing anxiety to Germans who demand a revision of the Dawes plan. Far-fetched as the connexion between German marriages and German reparations may appear, the two are inseparably linked.

When the Dawes scheme was applied, it was decided that reparations payments would be exacted from Germany on the basis of a German "prosperity index." A prosperous Germany would naturally be expected to pay more to her ex-enemies than a financially depressed Germany. Among the factors on which the Dawes experts calculated the prosperity index were German railroad business, foreign trade, commerce in luxury articles, coal, food and births, deaths and marriages.

In an article, entitled "Disquieting Desire to Marry," the *Deutsche Bergwerks-Zeitung*, organ of the big Ruhr coal and iron producers, evinces "uneasiness at the growing frequency with which Germans enter wedlock. Official figures disclose that Germany established a world's marriage record in 1920, when 14.2 out of every thousand citizens took the matrimonial vow. This high marriage-rate was undoubtedly a direct reaction from the wartime marriage slump. During the last six years, including 1926, marriages in Germany have hovered above the pre-war rate.

Prosperity Index.

The *Bergwerks-Zeitung* fears that this fact will cause the Dawes experts to overestimate German prosperity and raise their reparations demands accordingly. Hence this newspaper argues that more than half of the marriages in Berlin, for instance, are concluded among the labouring population and that the German proletariat is enabled to indulge in the luxury of matrimony, if it be a luxury, only because the government is overzealous in alleviating the social and economic burdens of the working people. This refers to the German system of state insurance for the sick, disabled and unemployed, as well as old-age pensions and similar benefactions.

Thus it is argued that the Dawes plan exponents are tempted to see German prosperity in a false light and to deduce from the frequency of marriages in this country that the entire population is on the crest of a boom. In reality, according to this journal, there is no boom and, if workers marry more readily than before, it is because the government makes it

THE CHARM OF DIAMONDS.

REASONS AGAINST A SLUMP.

Hatton Garden, the centre of the precious stone trade, remained cheerful in small week despite the prediction of Sir Ernest Oppenheimer, chairman of the Anglo-American Corporation of South Africa, that unless something is done to regulate the output of alluvial diamonds the time might come when it would not pay to produce diamonds in that country.

Merchants had read Sir Ernest's remarks, but were not particularly concerned, for, as one dealer put it, "the production of diamonds is regulated by such a powerful syndicate that there is not the slightest fear that the condition Sir Ernest Oppenheimer predicts will ever be reached."

Another pointed out that of the alluvial diamonds only about 30 per cent. were any good at all and of these at least 60 per cent. were dark and poor in quality. "They do not affect the real market in the least," he added.

Always Worth Money.

Mr. Charles Swan, one of the best-known diamond merchants in London, remarked that diamonds formed a medium for the investment of money much favoured by wealthy people. "In whatever country you may be," he said, "a diamond is always worth its money, and as reliable property is less affected by the world's varying exchanges than anything else—even Treasury notes."

The people who have more money than anybody else invested in precious stones are the princes of India. These potentates have a firm belief in the safety of diamonds and pearls as a medium of investment, and their glitter and fire satisfy the Oriental imagination. A rajah's treasure house filled with gold would be a dull affair, but the same building stocked with diamonds and pearls, opals and rubies is a place of scintillating wonder.

Three princes—the Maharajah of Kashmir, the Maharajah of Gwalior, and the Gaekwar of Baroda—are reputed to have millions invested in precious stones.

easier for them.

This argument encounters vigorous contradiction in socialist newspapers, which reproach the government with favouring the manufacturers, bankers and landowners at the expense of the working class, especially in taxation.

Observers are inclined to smile at this controversy, knowing that

BRITAIN'S WEALTHY MEN.

SMALLER TOTAL FORTUNE THAN FORD.

London.—Great Britain's 17 wealthiest men, should they combine their fortunes, could not equal the fortune of the world's reputed wealthiest man—Henry Ford, according to unofficial statistics made public by a local paper here recently.

The 17 wealthiest men in Great Britain, according to the statistics, have a combined wealth of \$900,000,000.

In class one of the statistics are placed the well-known ship owner, Sir John Ellerman, Lord Iveagh and possibly the Duke of Westminster, although the latter's fortune is claimed to be mostly in intangible properties. It is claimed that Sir John Ellerman is the wealthiest of the three, so far as actual income is concerned, while the Duke of Westminster, if rated by income, would not fall within this group. The combined fortunes of the group is estimated around \$300,000,000.

Class two, comprised of those millionaires with estimated fortunes of \$75,000,000 or over, contains a larger number. In this group come Lord Rothermere, the holder of the most extensive newspaper interests in the world; S.B. Joel and Solly Joel, both of whom owe something to heredity from their famous uncle, Barney Barnato, who founded some of the greatest diamond interests ever known in South Africa. Sir David Yule is also in this class.

Sir David inherited much of his fortune, but greatly increased it through careful business transactions in India.

Lord Cowdray, one of the possessors of the few English "oil fortunes," is also placed in this class.

In the next class, consisting of possessors of fortunes below the \$75,000,000 mark, are placed Lord Ashton, who made his fortune out of linoleum; Lord Woolavington; a distillery millionaire; Lord De-war, a distillery millionaire; Lord Bearsted, who inherited much of his wealth and later more than doubled it through shrewd investments; Sir George Wills, the tobacco magnate; Bernhard Baron, the owner of another large tobacco combine, Lord Derby, the famous racing owner, and the Duke of Portland.

marriage figures will not decisively influence the reparations experts in fixing German payments. Moreover, it is doubted whether young couples, in deliberating whether they should marry, will be guided by the effect of their behaviour on Dawes commission members.

CHOOSE YOUR PLUMBER AS YOU WOULD YOUR PHYSICIAN

Ask your best friend who his physician is. He no doubt can tell you immediately the name address and telephone number of the one chosen to guard the health of his family.

Plumbers are as necessary in safeguarding the health of your family as physicians, and your plumber should be selected with the same care.

You should know whom to call when you plumbing needs attention. You should be on intimate terms with your chosen plumber since he is the physician who will cure the ills of your sewerage, gas and water systems.

A neglected leak in your plumbing may seriously impair the health of some one of your family.

Do not delay, therefore, but secure expert advice which our Plumbing Department will be glad to give free of charge.

DODWELL & Co., Ltd.

Telephone Central 1030.

BUSINESS MEN

YOU
REQUIRE

**NEW INTERNATIONAL
ENCYCLOPEDIA.**

The most up-to-date in the world, covering every conceivable subject.

**THE PRACTICAL BUSINESS
LIBRARY.**

A necessity in all offices. The business knowledge acquired from these books, covering all branches, cannot fail to be of immense commercial value and profit.

**THE BANKERS PRACTICAL
LIBRARY.**

All the latest methods of every branch of Banking.

YOUR CHILDREN REQUIRE

THE BOOK OF KNOWLEDGE.

A young people's Encyclopedia, full of really interesting and instructive data on all subjects. 15,000 illustrations, maps, etc. A necessity in every home with children.

All sets of Books are beautifully printed on the best paper and the bindings, in most cases, are especially made for Hongkong, not being affected by white ant or mildew.

On application to the address shown below an English representative of the company will call to show you samples and, if desired, arrange terms of payment convenient to yourself.

All Business employees availing themselves of our unusual offer cannot fail to advance their positions.

THE ASSOCIATED PUBLISHERS,
Kowloon Hotel.

Please give me full details, without any obligation on my part, about

(Name)

(Business Address)

**FOR SANITARY, FITTINGS
AND BUILDERS' MATERIALS**
Inspect our Stocks.

Estimates Free for Sanitary
Engineering and Building Materials

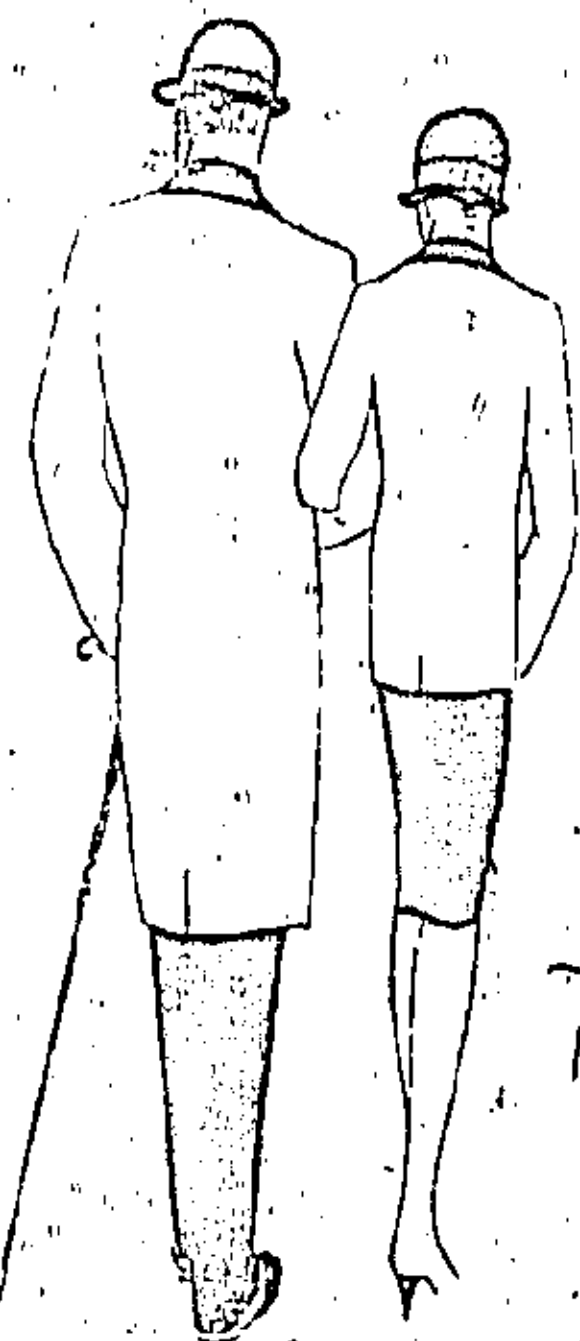
GAY KEE

69, Des Voeux Road, Central.

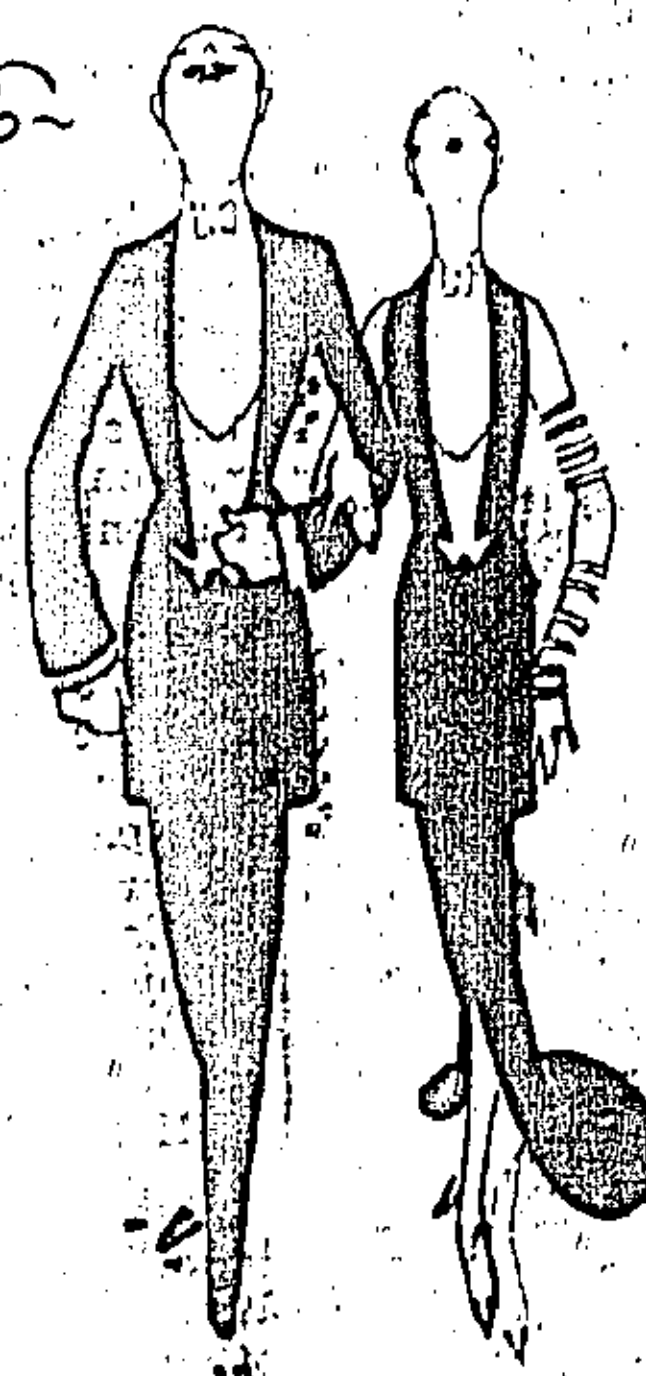
Tel. C. 5503.

"MANNERISMS."

TO BE CHIC—
MILADY IMITATES
THE MANNISH
MODE.



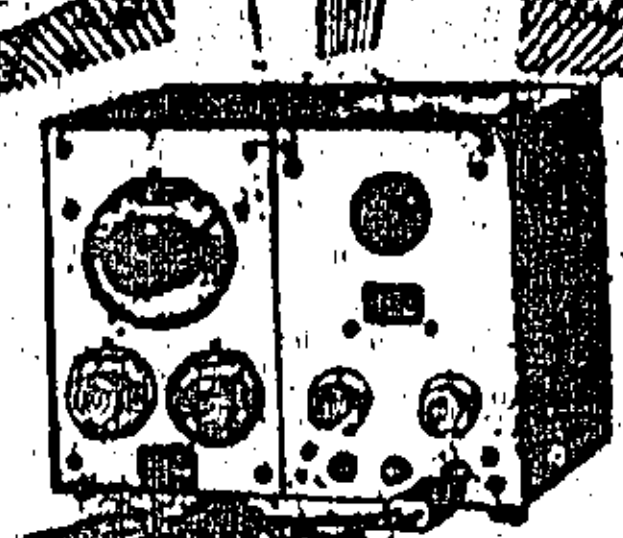
—NOT ONLY IN
MANNISH MANNERS—



—PUT IN
MANNISH MATERIALS—

©1927 BY NEA SERVICE, INC.

BUILD YOUR OWN



RADIO SETS FROM GECOPHONE COMPONENTS

BRITISH MADE

B.C.-750 6-VALVE SUPERSONIC HETERODYNE RECEIVING SET PARTS

For . . . \$86.25.

New Stocks of Osram Valves at lowest possible prices.

The G.E.C. your Guarantee

THE GENERAL ELECTRIC Co.,

OF CHINA, LTD.

QUEEN'S BUILDING, HONGKONG.

MUMMIFIED CITY.

HERCULANEUM TO BE EXCAVATED.

After a lapse of nearly 2,000 years the city of Herculaneum, which was buried in an eruption of Vesuvius in A.D. 79, is to be excavated by the Italians. Mussolini has given the order, and today, Rome's birthday, the work is to be started, says a London writer in mail week.

From an archaeological point of view Herculaneum is quite unique. It was not by any means an important place in the ancient world; nevertheless there is every reason to believe that it contains treasures of art and literature far more valuable than those in any of the great centres which flourished at the same period in history. A single villa excavated at Herculaneum in the eighteenth century yielded greater treasure in original bronzes and ancient manuscripts than all the excavations at Athens, Rome, or Alexandria.

What are the grounds for the high hopes we have for the excavations which are about to begin? First, the manner in which Herculaneum was buried. The more suddenly a city is buried, the more chance there is for future generations to find the life of it fixed and preserved. The burial of Herculaneum was sudden and complete, and this was not the case with any of the neighbouring cities, not even Pompeii.

How Herculaneum Was Buried.

Pompeii is about 5½ miles from the foot of Vesuvius, but Herculaneum is only 4½. Pompeii was buried to a depth of about 20ft. under a shower of ashes and pumice-stone which blew out of the crater. The inhabitants had good reason to hope that the city might be saved, and many of them lingered on in their cellars and elsewhere. They had plenty of time to remove their valuables, but with Herculaneum it was quite different. The city was suddenly overwhelmed by a mass of liquid mud and ashes mixed with water. The inhabitants fled before the advancing peril, leaving their property behind them. Unlike the Pompeians they could not dig their way back to their houses when the eruption was over, because the entire city was submerged, in some places to a depth of 80ft.

Every ancient city, except those around Vesuvius, has passed through the dark periods of warfare and destruction. When we come to think of the sieges, the pillagings, the sackings and burnings which great cities like Rome or Byzantium have undergone, we can hardly be surprised that archaeologists can scarcely find a trace of their former treasures. And what man spares Nature destroys on her own account.

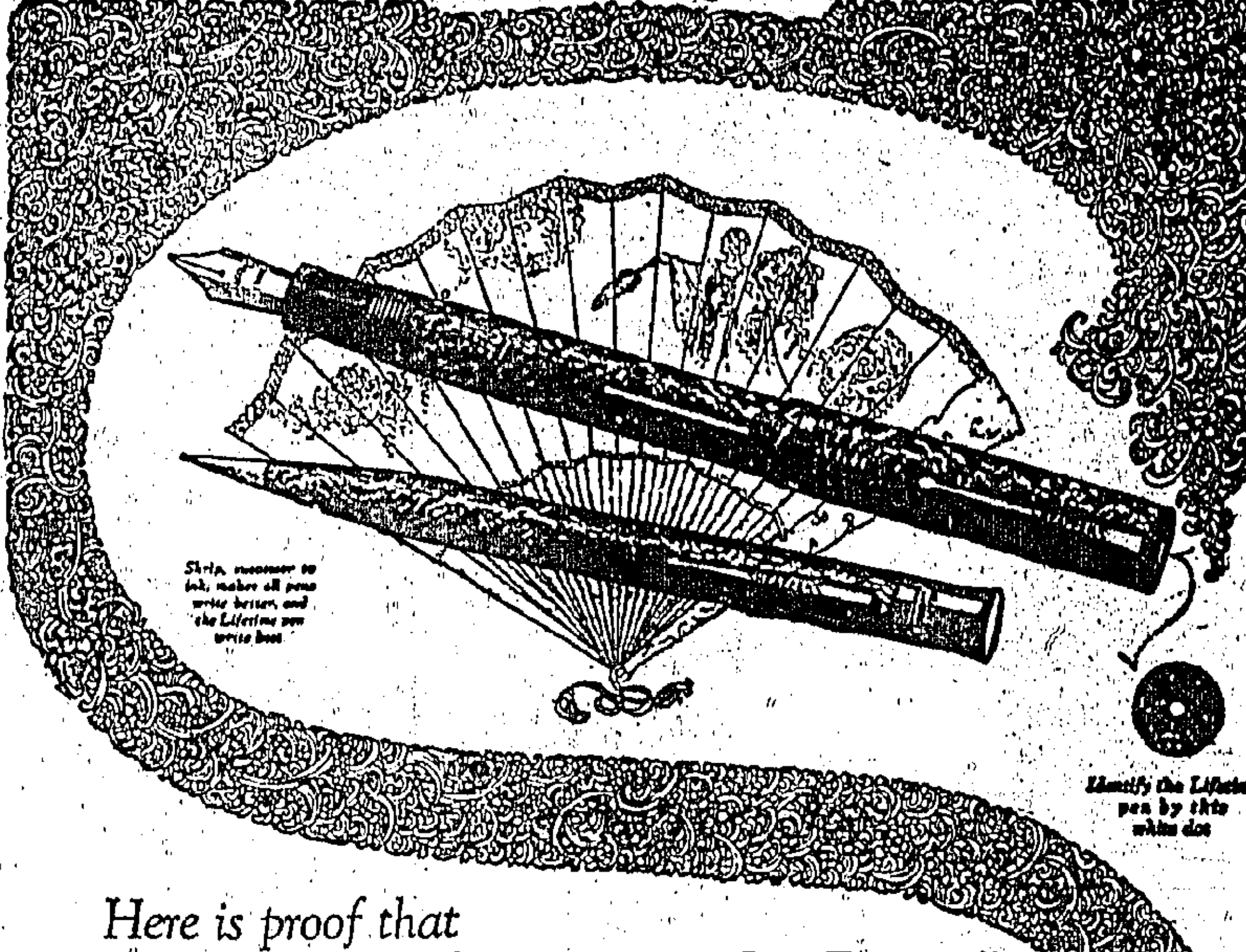
An Embalmed City.

By an absolutely unique set of circumstances, Herculaneum has escaped this common fate. Struck down in the full beauty and vigour of her youth, she was embalmed as perfectly and completely as the ancient Egyptians of Egypt. The tide of liquid mud and ashes which overwhelmed the city advanced slowly, pressing gently through the windows and doors of the houses so as to cause no breakages. It became a sort of matrix round the objects of furniture, preserving them from corroding moisture and from chemical disintegration. So perfect a preservative was it that several of the bronzes found in Herculaneum might have just left the sculptor's hands. Even the manuscripts found there were legible after special treatment.

Perhaps it is the chance of discovering some of the missing classics in Herculaneum that is the most exciting prospect of all. The whole educated world has been enthusiastic about the remarkable manuscripts found in the tombs of Egypt, and no doubt many more will come to us from the same source, but Egyptian manuscripts can only be found in fragments because of the way they were used in tombs. It is quite different in the case of Herculaneum. In one villa complete library of 800 manuscripts was discovered. It was particularly unlucky that the owner happened to be a man who specialised in Epicurean philosophy—and in the dulcet of the Epicurean writers at that.

Hope of Literary Treasures.

But not everyone in Herculaneum was such a specialist. Who knows what awaits us in the other private libraries of the city? All the Greek tragedies and comedies may be there in their completeness. The missing works of Plato, the lost books of Livy may at last come to light. It is even possible that we may find letters and records referring to the earliest days of Christianity.



Here is proof that
"A Thing of Beauty is a Joy Forever"

This remarkable fountain pen has made unnumbered thousands of new fountain pen users. It was a pioneer in fountain pen beauty. It is a premier in fountain pen performance. Built to last a lifetime, it is guaranteed, not only against imperfections, but to give unqualified high service. The maker guarantees to keep it in writing trim—without cost to the owner—for a lifetime. Together with its excellent twin, the Titan pencil, it has won unprecedented success.

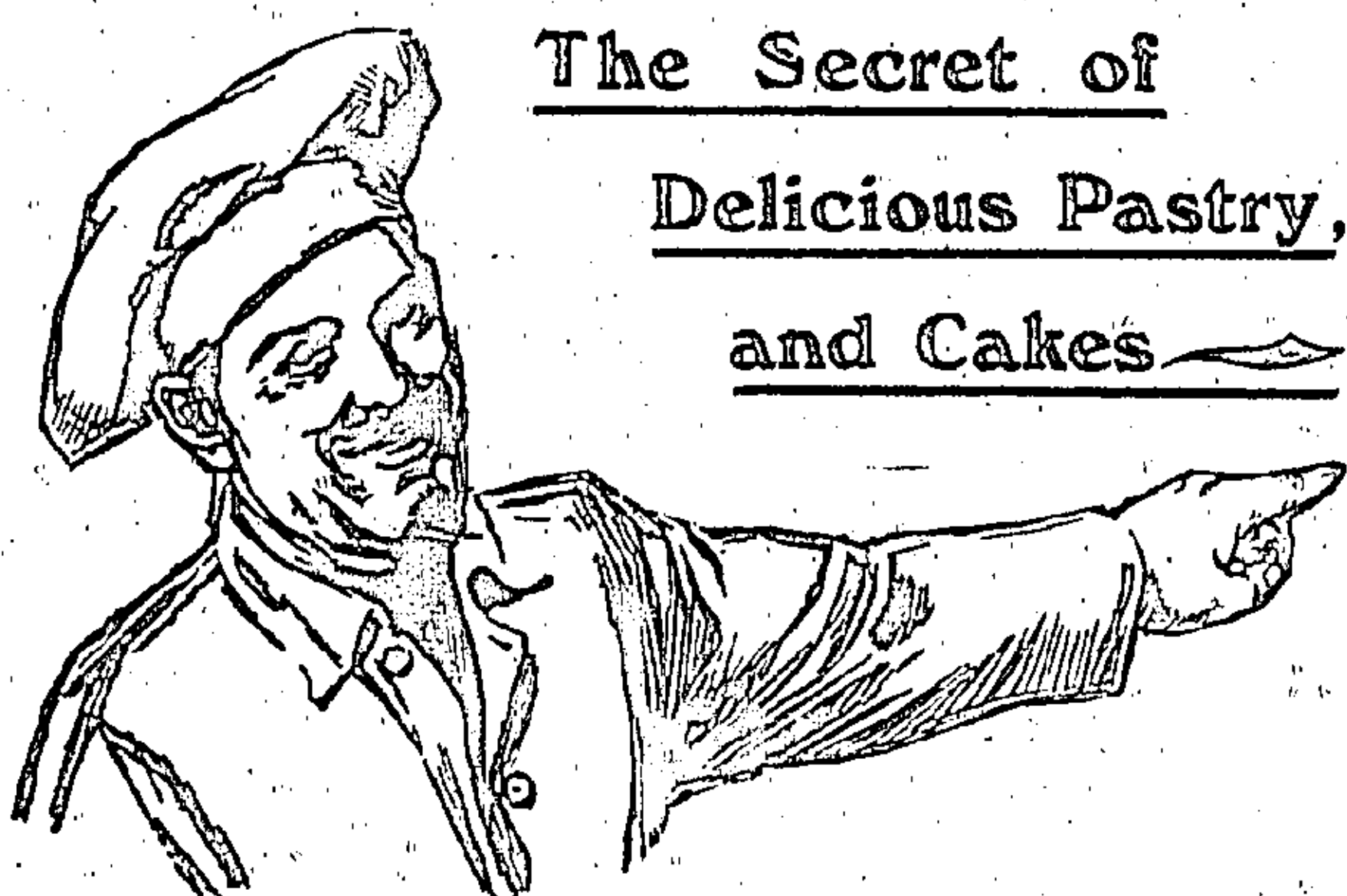
"Lifetime" pens and pencils in green or black—at better stores everywhere. Blue Label Leads in the handy tin box. Sheaffer's Strip—successor to ink—makes all pens write better.

THE SUN COMPANY, LIMITED.

SHEAFFER'S

PENS • PENCILS • SKRIP

W. A. SHEAFFER PEN CO., FORT MADISON, IOWA, U.S.A.



The Secret of Delicious Pastry, and Cakes

The freshness of a cooking fat is of extreme importance. If it is not fresh that fact will be reflected in the taste of the cooked article.

Many cooks start by using the proper ingredients—with the exception of the cooking fat—and yet, upon that one ingredient depends the result.

Don't risk failure—or even indifferent cooking results.

Make sure of—
Pure—Rich
Economical and
Wholesome Cooking

By using **PURICO**
The best cooking fat.

From all High-Class Storekeepers

KELLER, KERN & Co., Ltd.

PURICO



Ask For MARCHANT'S GOLD LABEL SCOTCH WHISKY

Obtainable Everywhere

SOLE AGENTS:—
T. E. GRIFFITH, LTD.

GREAT DIAMOND QUESTION.

"WHAT WILL MINE BE WORTH?"

"What will my diamonds be worth next year?"

This question is being put to diamond valuers and jewellers by many people who have invested in precious stones and are now perturbed by the prediction by Sir Ernest Oppenheimer, chairman of the Anglo-American Corporation of South Africa, that unless the output of alluvial diamonds is regulated the time may come when it will not pay to produce diamonds in South Africa.

"This news from South Africa is bound to affect the retail market," said a jeweller in London, "and if the public refuse to buy diamonds we shall have to bring down the prices of the lower quality stones."

"The best quality diamonds will not be affected, as it is always pos-

sible to get rid of all the good stones that can be obtained, especially to Americans."

A broker said that the price of diamonds is now 10 per cent. lower than three months ago.

"Merchants," he declared, "are only too anxious to purchase stones from people who want to sell them. They will hold them until this scare is over and then dispose of them at a profit."

Mr. Solly Joel, a director of De Beers and other mining companies in South Africa, told a newspaper reporter that the public have nothing to fear as it is almost certain that a measure of restriction will be introduced by the Government of South Africa. He said:

The Government realise that the output from the alluvial diggings must be regulated, and I believe that before long there will be a conference of producers to decide on the measure of restriction. The public should not be anxious, but should be heartened, for prices will now be stabilised and diggers will not be able to exploit the market.

LANE, CRAWFORD'S
RESTAURANTBy Kind Permission of
Capt. MacKinnon R.N.THE
VERSATILE DANCEBAND
and
CONCERT PARTYWill play Orchestral and
Dance Selections interspersed
with

Male Voice Quartettes

Violin and Cornet Solos

and
Vocal Solos.

During and after Dinner

on

SATURDAY, June 4th

Usual Restaurant Charges.

Diners will have opportunities
for Dancing.THE
MORRISON
(THE SIGN OF QUALITY)
PIANOSTANDS ALONE
FOR PLEASURE,
PLAYING, AND
EDUCATINGand will fulfill these re-
quirements because it is
built for those pur-
poses. Guaranteed for
TEN YEARS.

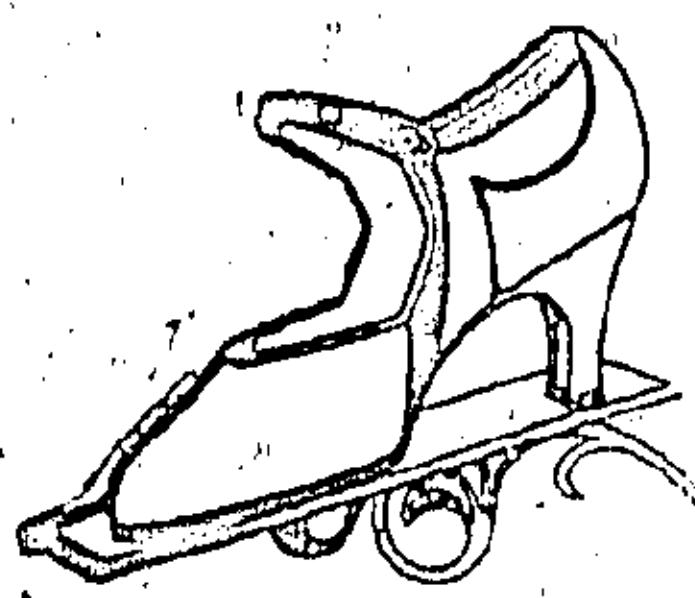
Let us show you at

TSANG FOOK PIANO CO.

8, Des Vœux Road Central

(Entrance Ico House Street.)

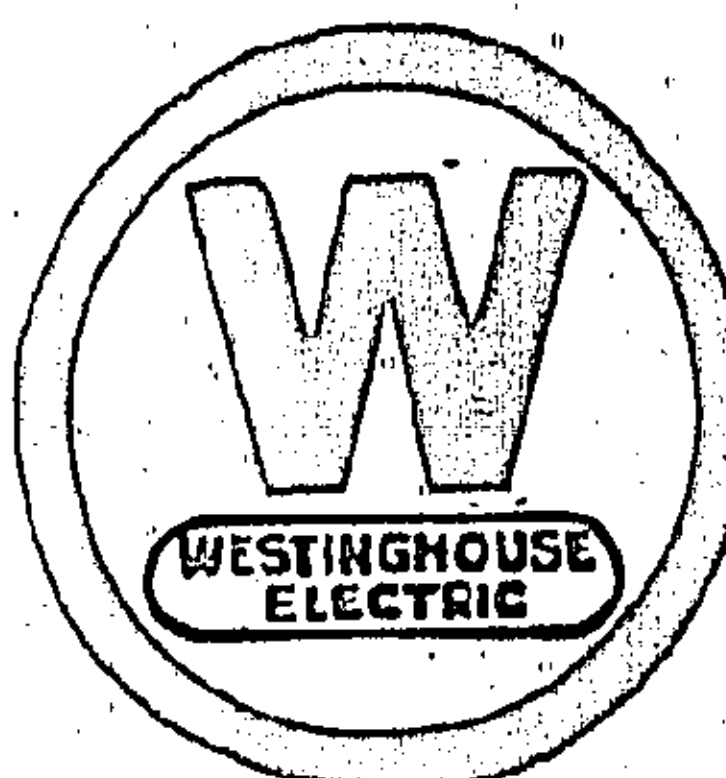
Telephone C. 4648.



T. NAKAO

Japanese Shoe Export.
TORTOISE SHELL BOXES
AND CASES A SPECIALITYHongkong Hotel Building,
Queen's Road Central,Cuts &
Wounds

Need ZAM-BUK'S Clean Healing.

At any moment in street or
bazaar, home, office, factory,
sports-ground or jungle, you are
liable to happen cuts, bruises,
burns and flesh wounds.Whenever the skin is broken,
millions of poisonous microbes are
waiting to invade the tissues. There-
fore don't lose a moment in securing
any injury with little of this precious
antiseptic healer—ZAM-BUK.The medicinal action of Zam-Buk
is threefold. First, where skin is in
the least sore, irritated or inflamed,
Zam-Buk is instantly cooling and
soothing. Secondly, Zam-Buk is
highly antiseptic. It purifies damaged
exposed tissues, kills off poisonous
disease germs, and averts festering
and blood poisoning. Thirdly,
Zam-Buk promotes rapid natural
healing and grows healthy new skin.This rare herbal Zam-Buk is miles
ahead of fatty ointments and crude
salves. Zam-Buk, guaranteed free
from all animal fats, is always
soothing and safe for the skin.

Reiss, Massay & Co., Ltd.

Distributors.

Queen's Bldg.

Tel. C. 578.

THE MIND CANNOT
BE CLEARwhen the intestinal tract is clog-
ged. Constipation causes poisons
to enter the blood which effect the
power of thought, induce gloom
and reduce efficiency.The secret of sustaining mind
and body in health is to keep the
system clean and in regular work-
ing order. For this purpose
nothing is better than

Pinkettes

the dainty little laxatives and liver
regulators which neither pain nor
purge.Taken when needed, Pinkettes
quickly correct bilious attacks,
sick headaches, flatulence, ill-
smelling breath. They also relieve
Piles. Chemists sell them, or post
free, 60 cents the vial, from Dr.
Williams' Medicine Co., 60 Kiangse
Road, Shanghai.

TRAFFIC REGULATIONS.

AMENDED REQUIREMENTS.

Extracts from regulations made
by the Governor in Council under
section 3 of the Vehicles and
Traffic Regulation Ordinance, 1912,
Ordinance No. 40 of 1912, on the
2nd day of June, 1927, published
in the Gazette.

1. Interpretations.
2. A conductor's licence is re-
quired in respect of each motor
omnibus, fee \$1.00, renewable 1st
July.
3. A fee of \$2 is required on every
occasion of transfer of a licensed
private vehicle other than a truck.
4. A driver shall when practicable
give the recognised signals when about
to stop or turn his vehicle. A driver
when stopping his vehicle for the
purpose of taking up or setting down a
passenger or load shall stop as near
as possible to the left or rear side
of the road. A driver shall stop his
vehicle when called upon or signalled
so to do by a police officer in uniform.

Bus Signs.

6. Paragraph 7 of regulation 33
is rescinded and the following
paragraph is substituted therefor:(7) When his vehicle is plying as
a motor omnibus—

- (a) display a signboard on the
front of his vehicle showing
the route and destination, or
display like signboards at the
sides or rear of such vehicle,
as required by the Captain
Superintendent of Police;

- (b) duly drive his vehicle by the
appointed route and to the
appointed destination;

- (c) when on duty be dressed in
uniform approved by the Cap-
tain Superintendent of Police;
- (d) take down and keep a written
note of the names and addresses
of any passengers in his
vehicle on any occasion of
damage by collision of such
vehicle with any other vehicle
or with any person, animal or
thing, and when called upon
to do so, produce such note for
inspection by any police officer
in uniform;

- (e) shut off the engine and see
that all passengers are removed
from his vehicle before filling
the petrol tank and keep such
engine shut off and see that
such passengers remain out of
his vehicle until such filling is
complete;

- (f) see that a signboard with the
words "Bus full" painted
thereon, approved by the
Captain Superintendent of
Police, is exhibited on his
vehicle in such manner as to
be easily visible to intending
passengers, both by day and
night, whenever passengers to
the number which the vehicle is
licensed to carry are travelling
thereon, but on no other
occasion and at no other time;
and

- (g) hand over to the conductor of
his vehicle all lost or unclaim-
ed property found in his
vehicle.

Stops.

7. Regulation 34 is amended—

- (a) by the substitution of "hire
out of turn" for "hire out
of turn" in paragraph 7; and

- (b) by the addition of the follow-
ing paragraph—

(8) when his vehicle is plying as a
motor omnibus—

- (a) stop his vehicle for the purpose
of taking up or setting down
a passenger except at a stop-
ping place approved by the
Captain Superintendent of
Police; or

- (b) improperly or without good
cause prevent other vehicles
from passing his vehicle; or

- (c) smoke while his vehicle is in
motion; or

- (d) wilfully deceive any person in
respect of the route or destina-
tion of his vehicle; or

- (e) obscure or improperly alter any
signboard, route number or
sign on his vehicle; or

- (f) refuse to admit and carry at
the lawful fare any passenger
for whom there is room and
to whose admission no reason-
able objection is made; or

- (g) improperly delay his vehicle
on any journey.

Licences.

8. The following regulations are
inserted next after regulation 34—

- 34A. A conductor of a motor
omnibus shall—

- (1) be over eighteen years of age
according to English computa-
tion;

- (2) be duly licensed, and carry and
wear in a conspicuous position
a brass badge, approved by
the Captain Superintendent of
Police, marked with a number
corresponding with his licence
number;

- (3) when on duty be dressed in uni-
form approved by the Captain
Superintendent of Police;

- (4) duly conduct his vehicle by the
appointed route to the appoint-
ed destination;

- (5) unless actually engaged in
taking fares, stand at the rear
end of his vehicle when the
same is in motion;

- (6) whenever passengers to the
number which his vehicle is
licensed to carry are travelling
thereon, exhibit on his vehicle
thereon, a signboard with the words
"Bus full" painted thereon, ap-
proved by the Captain Superin-
tendent of Police, in such man-
ner as to be easily visible to
intending passengers, both by
day and night, but on no other
occasion and at no other time;

- (7) remove all passengers from his
vehicle to enable the driver to
fill the petrol tank, and keep
such passengers out of his
vehicle until such filling is com-
plete;

- (8) take down and keep a written
note of the names and ad-
resses of any passengers in
his vehicle on any occasion of
damage by collision of such
vehicle with any other vehicle
or with any person, animal or
thing, or see that the driver
takes down and keeps such
note; and

- (9) promptly take and deliver up
to a police officer on duty at a
police station all lost or un-
claimed property found in his
vehicle.

No Smoking.

34B. A conductor of a motor
omnibus shall not—

- (1) smoke while his vehicle is in
motion; or

- (2) wilfully deceive any person in
respect of the route or destina-
tion of his vehicle; or

- (3) obscure or improperly alter any
destination board, route num-
ber or sign on his vehicle; or

- (4) refuse to admit and carry at
the lawful fare any passenger
for whom there is room and to
whose admission no reasonable
objection is made; or

- (5) improperly delay his vehicle on
any journey; or

- (6) permit animals or goods other
than hand baggage, being per-
sonal effects only, to be carried
in his vehicle; or

- (7) permit overcrowding of his
vehicle; or

- (8) allow any person to stand on
the foot board or step of his
vehicle while the same is in
motion; or

- (9) allow his licence or badge to be
transferred to or used, by any
other person.

Lost Property.

9. Regulation 35 is amended by the
addition at the end thereof of the
words "This regulation shall not
apply to the driver of a motor
omnibus, who shall act as regards
lost and unclaimed property, in ac-
cordance with regulation 33."

10. Regulation 45 is rescinded.

11. Regulation 46 is amended—

- (a) by the deletion of the words
"The driver of a public motor
vehicle" in the first line there-
of and the substitution there-
of the words "The driver of a
motor vehicle other than an
owner driver;" and

- (b) by the deletion of the words
"in that capacity" in line
three thereof.

12. Regulation 47 is amended by
the deletion of the word "public" in
the first line thereof.

13. Regulation 53 is amended by the
insertion of the words "for place"
between the words "drive" and
the words "a motor" in line two thereof,
and by the deletion of the word "past"
in line three thereof and the sub-
stitution thereof of the word "be-
yond."

14. Regulation 54 is amended by
the insertion of the words "or place"
between the word "drive" and
the words "a motor" in line two there-
of.

15. Regulation 70 is amended by
the addition at the end thereof of
the words "The person acquiring
such vehicle shall pay the prescribed
transfer fee."

Solicitation.

16. The following regulation is in-
serted next after regulation 78:

- 78A. No person shall solicit pas-
sengers to travel in a public
vehicle.

17. The following regulations are
inserted next after regulation 90A:

- 90B. Except with the permission in
writing of the Captain Super-
intendent of Police no person
other than the driver's assist-
ant and persons actually em-
ployed by the licensee or
owner shall travel on a com-
mercial motor vehicle.

- 90C. All commercial motor vehicles
and motor omnibuses shall be
fitted with a driving mirror to
the satisfaction of the
Captain Superintendent of
Police.

18. The following regulations are
inserted next after regulation 94:

- 94A. No motor vehicle shall be
fitted with any cut-out, fitting
or other apparatus or device
which will allow the exhaust
gases from the engine of the
motor vehicle to escape into
the atmosphere without first
passing through a silencer,
expansion chamber or other
contrivance suitable and suf-
ficient for reducing as far as
may reasonably be practicable
the noise which would other-
wise be caused by the escape
of the said gases.

- 94B. On and from the 1st day of
July, 1927, no premises shall
be used as a garage unless
permission in that behalf has
first been obtained from the
Captain Superintendent of
Police.

Loads.

19. Regulation No. 106 is amended
by the addition after the words "ten
feet in length" of the comma
and words, "nor shall a truck be driven
which with the load, if any, exceeds
1 ton in weight."

20. The following heading and re-
gulations are inserted next after
regulation 127—

Motor Omnibus Proprietors.

128. A proprietor of a motor
omnibus shall not—

- (1) allow his vehicle to ply for
hire on any road or route other
than a road or route approved
for the purpose by the Captain
Superintendent of Police;

- (2) allow his vehicle to be used
for any private party or parties
unless he has first obtained
the permission in writing of
the Captain Superintendent of
Police;

- (3) exceed or depart from the
terms or stipulations of any
permit issued to him by the
Captain Superintendent of
Police;

129. A proprietor of a motor
omnibus shall ensure—

- (1) that his vehicle bearing a
certain route number or sign
shall ply on such route and
complete its journey;

- (2) that his vehicle runs to
scheduled time as approved by
the Captain Superintendent of
Police;

- (3) that a board with the words
"Bus full" painted thereon, approved
by the Captain Superintendent
of Police, is exhibited on his
vehicle in such manner as to
be easily visible to intending
passengers, both by day and
night, whenever passengers to
the number which such vehicle
is licensed to carry are travel-
ling thereon.

Parking Places.

21. Schedule A is amended—

- (1) by the deletion of "7, Chater
Road, centre of the road, be-
tween Jackson Road and Mur-
ray Road" and the substitution
thereof of—

- "7, Chater Road, centre of the
road, between Murray Road
and the white line on the stand
at the western end of Chater
Road."

- (2) by the addition, under the sub-
heading "Central district," of the
following:—

- 9A. Pottinger Street, east side, be-
tween Connaught Road Central
and Des Vœux Road Central.

- 9B. Wing On Road, east side, be-
tween Connaught Road Central
and Des Vœux Road Central.

Closed Roads.

22. Schedule D is amended—

- (1) by the deletion of the words
"Albany Road";

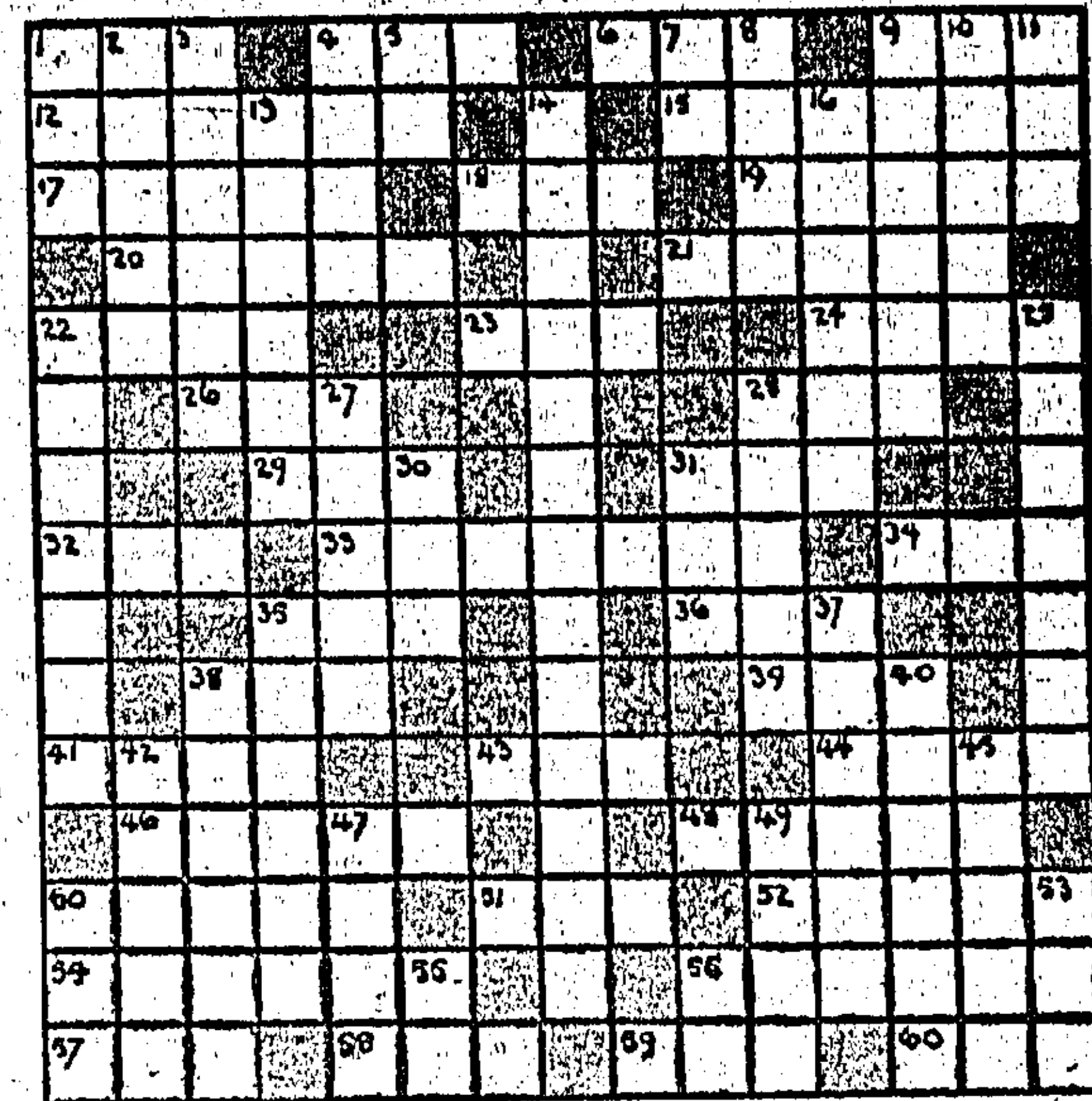
- (2) by the deletion of the words
"Hollywood Road, from Old
Bailey to western end" and
the substitution thereof of
the words "Hollywood Road,
from Graham Street to west-
ern end";

- (3) by the addition of the words
"from Pottinger Street to
eastern end" next after the
words "Wellington Street";

- (4) by the deletion of the words
"New Street";

- (5) by the deletion of the words
"Park Road, junction, cut to
Bonham Road near Li Ping's
house."

OUR CROSSWORD PUZZLE.



Across.

- 1 Wager.
- 4 Buik across a stream.
- 6 Receptacle for corn, etc.
- 9 Rodent.
- 12 Places of combat.
- 15 Salt marsh.
- 17 Peculiarity.
- 18 Anger.
- 19 Mother.
- 20 Ancient Italian language.
- 21 Commenced.
- 22 Travel by wagon.
- 23 Simple.
- 24 Limb.
- 25 Fifth tone of diatonic scale.
- 26 Number of ruyas.
- 29 Equivocation.
- 31 Digit of the foot.
- 32 Good economist.
- 33 Digit of the foot.
- 35 That which is staked.
- 36 Period.
- 38 Used for heating purposes.
- 39 Organ of hearing.
- 41 Shout.
- 42 Tavern.
- 43 Fat of an animal.
- 44 Valleys.
- 46 Remedied.
- 47 The whole.
- 52 Male singer.
- 54 Resembling vinegar.
- 56 Worm-like animal.
- 57 Couch.
- 58 Small flap.
- 59 Tap.
- 60 Moisture.

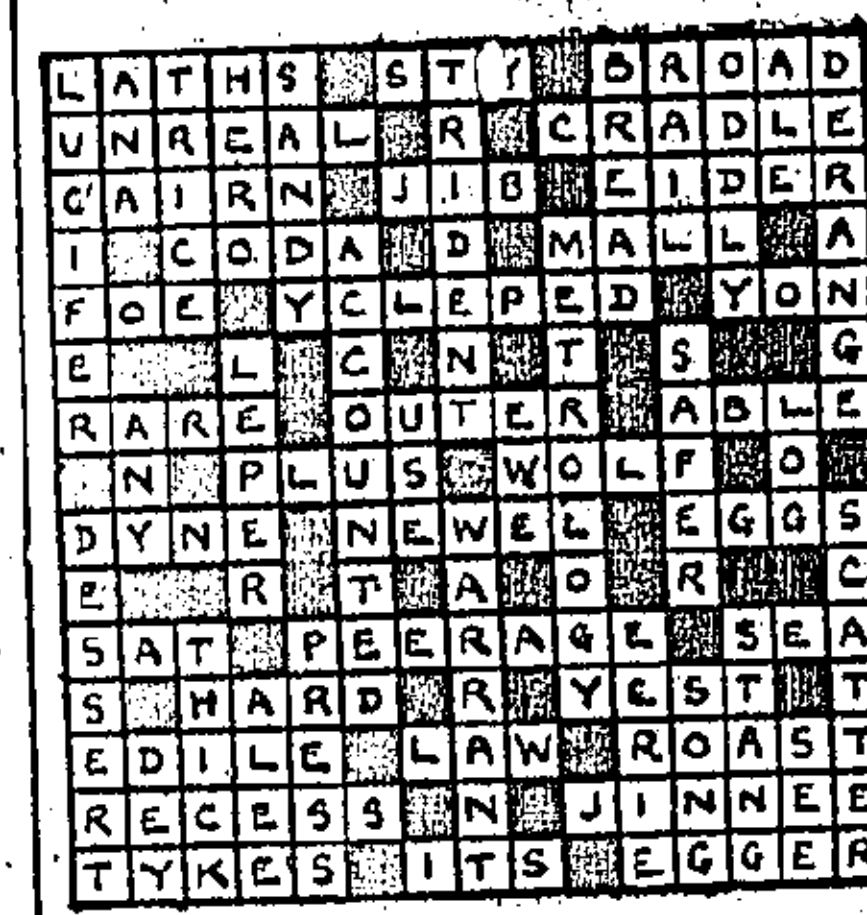
Down.

- 1 Flying mammal.
- 2 Mistake.
- 3 Fuller's thistle.
- 4 That which is given.
- 5 Like.
- 7 Exists.
- 8 Nominative.

System of rites.

- 10 Regarding.
- 11 Obtained from pine.
- 12 Valuable white metal.
- 14 Clearly.
- 16 Shot of water connected with
sea.
- 22 Bear witness.
- 25 Part cut off.
- 27 Sports of any kind.
- 28 Large wave.
- 30 Domestic animal.
- 31 Grows in a pod.
- 35 Theatrical performance.
- 37 Movable festival.
- 38 Stared.
- 40 Wrecked.
- 42 Extract.
- 45 Eat away.
- 47 Superintend the publication of.
- 49 Pace.
- 50 Public conveyance.
- 53 Noise.
- 55 Chartered Accountant (abb.)
- 56 Thanks.

Yesterday's Puzzle.



E. HING & CO.

SHIPBUILDING MATERIALS, SHIP CHANDLERS
HARDWARE MERCHANTS.PHONE:— CENTRAL No. 1116. {Wing Woo Street
TEL. 52 Central

P. T. FARRELL

Consulting Engineer & Manufacturers' Representative.

Agencies for:—

Bollinder's Crude Oil Engines Marine,

Stationary and Lighting.

"WYANDOTTE" Boiler Cleaner and Cleanser.

King's Building, Top Floor.

Telephone Central 442.2 Telegraphic Address "FARSEEING"

"RICKSHAW" BRAND

CEYLON TEA

Cheapest and Best

From all leading Compradores.

PRICE \$1.00 PER LB.

Be Guided by the Quality—Not the Price.

By Blosser

FRECKLES AND HIS FRIENDS

He'd Know of It If There Was



GUTHRIE & SONS, LTD.

WATSON'S AERATED WATERS ARE PREPARED FROM REAL FRUIT ESSENCES.

GUARANTEED ABSOLUTELY PURE.

LEMONADE—Has the real essence obtained from Lemons grown in Southern Italy.

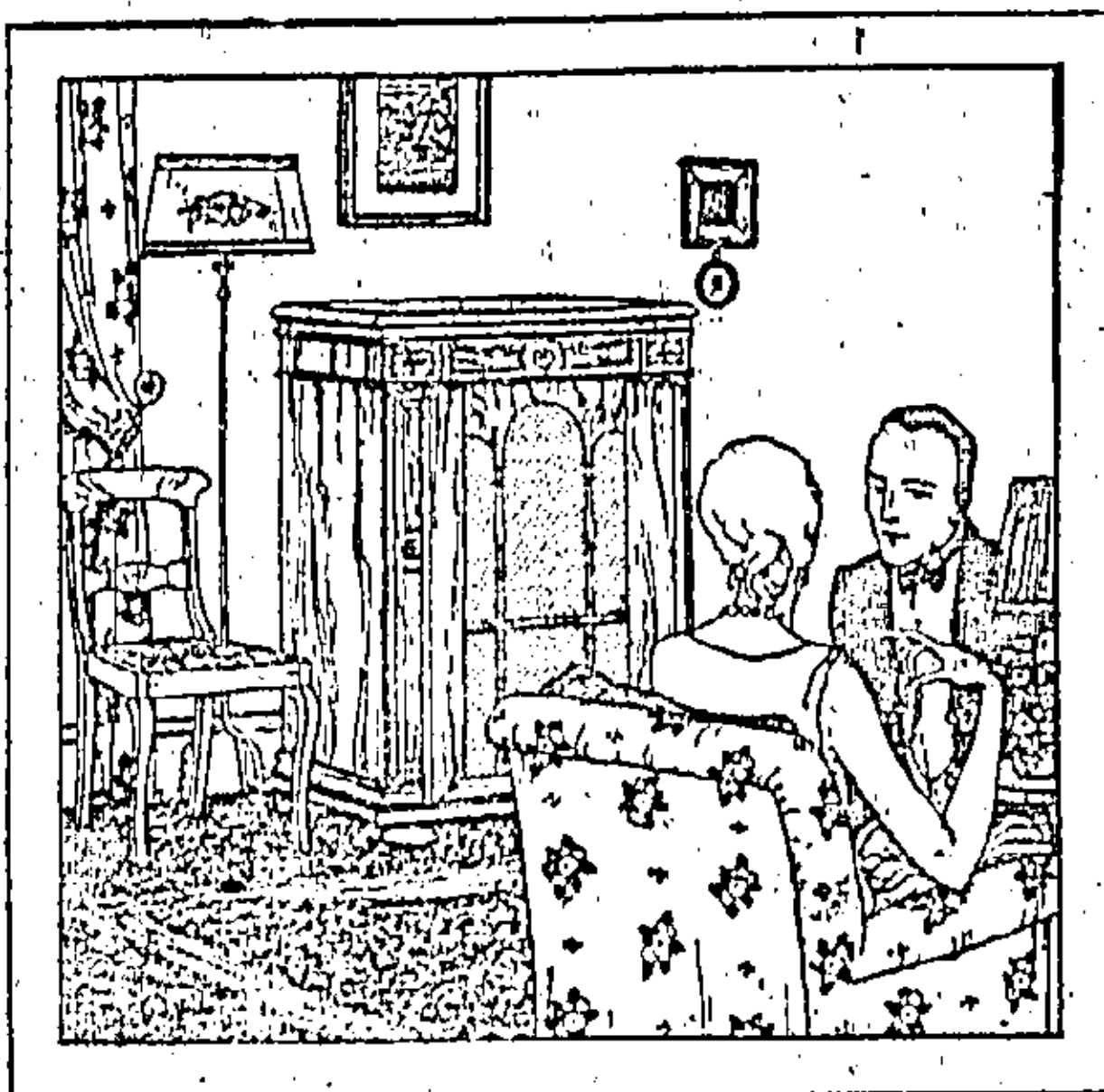
RASPBERRYADE—Is prepared with the juice of "Raspberries" grown in England and Tasmania.

FORMAZONE—THE NON-ALCOHOLIC CHAMPAGNE. It possesses the characteristic stimulating and refreshing qualities of Champagne and has a delicious flavour.

STONE GINGER BEER—The only genuine Brewed Ginger Beer in the East. Prepared by a special process of fermentation which gives it the distinctive flavour which is so pleasing to the palate.

A. S. WATSON & CO. LTD.
Aerated Water Manufacturers.
ESTABLISHED 1841.

Let your own ears
prove it!

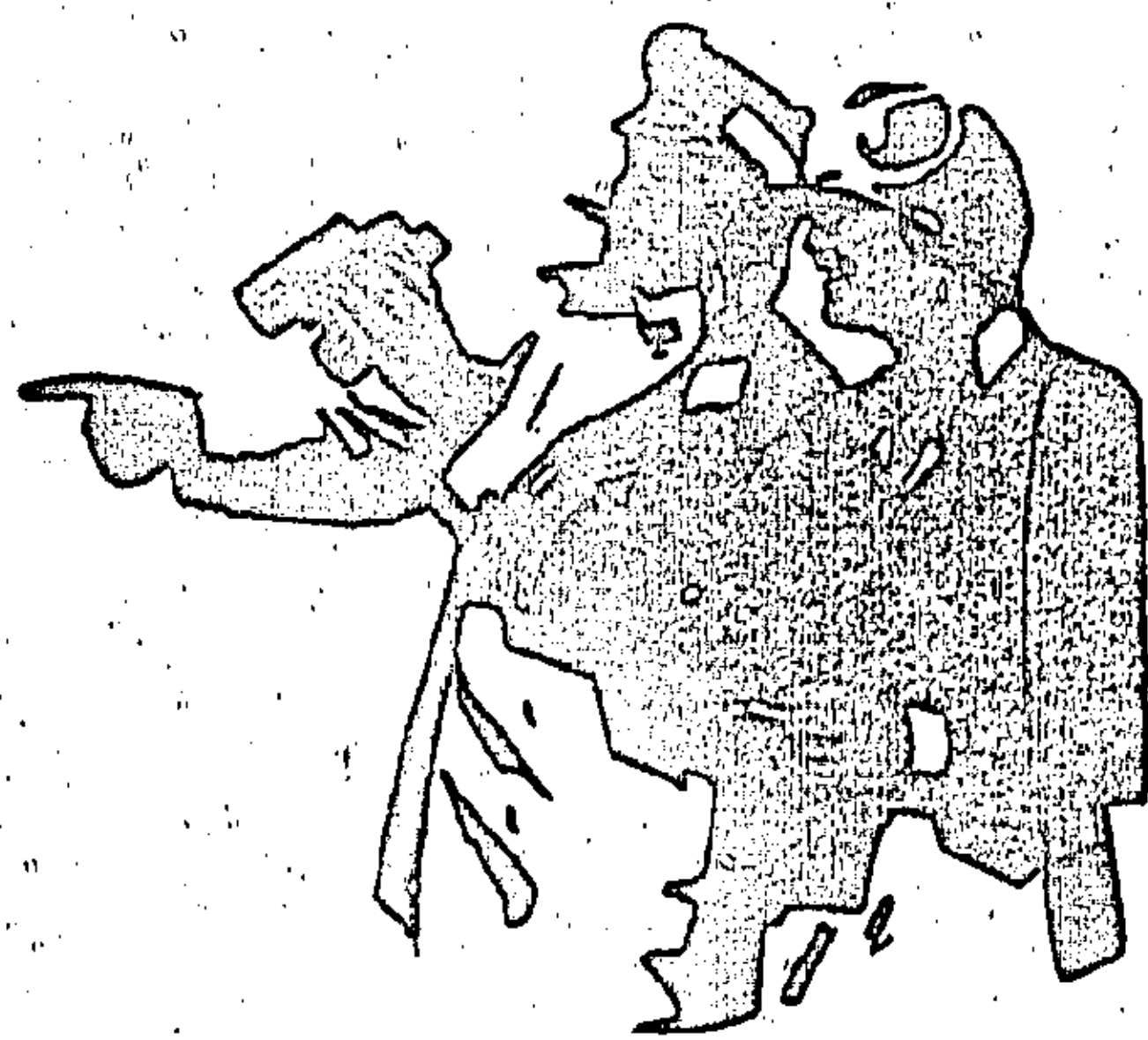


THIS entertaining instrument brings you the world's great music—reproduced with absolute fidelity to the original. Every measured mood, each shading of a note comes to you with almost unbelievable realism. Symphonies . . . bands . . . dance orchestras . . . songs . . . whatever you wish—whenever you want. Let your own ears prove it. Come in—today!

S. MOUTRIE & CO., LTD.
Sole Distributors.

The New
Orthophonic
Victrola

ZEISS



PRISMATIC BINOCULARS

TAKE A PAIR OF ZEISS GLASSES
WITH YOU THIS HOLIDAY TIME—
AND GET THE BEST VIEW POSSIBLE.

Lane, Crawford, Ltd.



AN UNPARALLELED TRIUMPH

This is the universal verdict concerning the New Remington Standard 12—a verdict which is reflected in the choice of business offices and business schools everywhere.

Examine this new model and see the many fundamental improvements that Remington has made in typewriter construction. We invite comparison on every count whether ease and speed of operation or quality of work.

Mustard & Co., Ltd.

Incorporated under the Companies Ordinance Hongkong.
Alexandra Buildings,
Des Voeux Road Central

DEATH.

FIGUEIREDO.—On June 3, 1927, at 1 The Albany, Hongkong, Florentina Joanna Barros ("Tita"), in her 90th year. R. I. P.

Funeral will pass the Monument to-day at 5.30 p.m. Macau papers please copy.

The Hongkong Telegraph.

SATURDAY, JUNE 4, 1927.

ALIGNING POLICIES.

The most welcome feature of the news regarding China during the past two or three days has been the steps taken by the various interested Powers to make certain that the drive of the Nationalists to the North does not result in a repetition of the forced exodus of foreigners which coincided with the Nationalist advance along the Yangtze. Japan has taken a firm stand and, in spite of Chinese protests, has landed a large force at Tsingtao. America has despatched a strong force of her famous Marines to the Tientsin area, and the strength of the British forces has also been increased by drafts from the Shanghai zone. If the armies of Marshal Chiang Kai-shek do eventually succeed in breaking through to Tientsin and Peking they will find that the lives and property of foreigners are being amply protected against any licence on the part of uncontrolled Chinese units. It is this belated display of solidarity among the three leading Powers in China that has been the heartening feature of the past week's news. It would seem that the policies of the two Anglo-Saxon Powers is getting a little nearer alignment, and in this connexion we note that a recent comment, written by that well-known American journalist, Mr. Isaac Marcossion, predicted that Britain and America were destined to work very much closer together in the Orient than hitherto. Mr. Marcossion, who visited the Far East a few years ago, was recently a guest at the American Chamber of Commerce in London, and a summary of his speech on that occasion is of great interest. According to the London Times:

Mr. Marcossion said that the events which were now taking place in Mexico and China had a noticeable similarity, and created a menace to the world, and specially to the Anglo-Saxon race. In both countries the influence of the Russian Soviet was considerable, and national government had become a farce. Mexico in 1923 was made the base for Bolshevism, in the West, and China was made a similar base in the Far East in 1924. Un-

less the power of Russian Bolshevism was resisted in China, there would be opened for that movement a highway to India and Persia, and throughout the whole of the Far East. He had recently escaped from Mexico, where the contributory causes of the conflict were the same as in China. The fact was that neither Mexico nor China was capable of self-government, and only in the strong hands of the Anglo-Saxon race lay the hope for either country. He believed that out of these two conflicts the two Anglo-Saxon nations would ultimately emerge more closely united. "The cause of truth in China has not been too well served by certain of the newspaper correspondents who have visited this country, and it is therefore encouraging to find that a man of Mr. Marcossion's clear insight into world conditions is under no illusions as to the facts of the case."

Birthday Honours.

The list of King's Birthday honours, published yesterday, contained the names of a number of residents of the East, officials and ordinary citizens, and a fair proportion of the recognitions came to Hongkong. There will be general congratulations offered to the recipients. Mr. Southern is an official with a long term of service in the Empire's smaller colonies, and Mr. Creasy also counts many years in the service of the Crown, with already a fairly extensive spell in this Colony. Both these gentlemen are faced with problems rendered more exacting by the times through which we are passing, and they fortunately bring to their work a wide experience. Mr. Brennan, at Canton at present, is in one of the most arduous posts that a British representative could be called upon to sustain, and that he has carried out his duties fittingly and well cannot be gainsaid. His recognition is well deserved. The award to Mr. Dixon comes for long and faithful service, and he has been thus elected to that select band of Government servants whose application to duty marks them above the rest. Mr. Ho Kom-tong is well known as a leading member of the community, and as a generous patron of charitable and progressive causes, he has done much to further several important local projects, for which his enthusiasm never flags. Mr. Winslow has been a very capable manager for some years of our railway system. The recognition of the work done by officers of the S.S. Sunning, Messrs. Beatty, Hurst, and Cormack, in defending their ship from a piratical attack, is a departure from the stereotyped nature of birthday honours, and it marks a departure that is to be specially commended. Their awards will be very popular, both among members of their cloth and among the general community, who will see therein due meed for a good deed. Our hearty congratulations are offered to one and all whose Sovereign has thus seen fit to recognise their work.

YESTERDAY'S PARADE.

THE TRAFFIC PROBLEM.

Police officials, when seen to-day with regard to the heavy traffic work which they were called upon to perform in connexion with the parade at Happy Valley yesterday, admitted that they were given all the work they could do in regulating the enormous traffic which debouched into the basin of the Valley through all available channels. Thirty Europeans and over 120 Asiatics constituted the police quota set aside for the work, but this proved to be but a mere handful when compared to the crowd estimated by the police to number between 20,000 to 30,000 which between the hours of 6.30 and 9.30 a.m., steadily streamed to its destination. This enormous traffic made for itself two chief arteries, along the Praya East, and through Queen's Road East, and it was found necessary to direct all heavy vehicular traffic along the former, leaving Queen's Road East as clear as possible for those going on foot. Within the experience of Chief Inspector Kent, who was in personal charge of the traffic police yesterday, there had never been such a large number of people gathered at the Valley at one time. As an instance of the heavy congestion, Inspector Kent told how two special trams, reserved for the transportation of the police to the Valley, took fully three-quarters of an hour to reach their destination. However, no single casualty occurred, a fact which reflects much credit on the C. I. and his men. It took several hours before the crowd could be cleared from the Valley. The last tram with its load of holiday-makers left the Valley at noon.

DAY BY DAY.

OUR IDEALS ARE OUR BETTER
SELVES.—Bronson Alcott.

A coal coolie was killed through falling into the hold of the Glena Maru at 1.30 this morning. The body was taken ashore to the Mortuary.

Having attempted to commit suicide by taking an overdose of opium an elderly Chinese living in 160, Rice Street, was taken to hospital yesterday. He died later.

Mr. L. U-hsien, of Muphingshen, has received orders from the Civil Governor to make a survey with a view to constructing a motor road between Chefoo and Tsingtao.

At the request of the Chinese Catholic Young Men's Society, the Wah Yan Old Boys' Union played a friendly ping-pong match with the Society yesterday with the result of winning 124 games against 56.

Dr. Wang Chung-hui, the well-known Chinese jurist and former Minister of Justice in Peking, has returned to Shanghai from Nan-king. Dr. Wang is Chinese member of the International Court of Justice and at one time Premier in Peking.

The Chinese Chamber of Commerce has received a letter from the local Chinese piece goods dealers regarding the sluggish condition of the piece goods market. It is reported in the vernacular papers that a general meeting will shortly be held to discuss the matter.

HOLIDAY WEATHER.

OBSERVATORY FORECAST.

The Royal Observatory issues the following weather forecast, up till noon to-morrow:—"South-west or variable winds, light, fair."

FOREIGN OFFICE BANQUET.

PRE-WAR BRILLIANCE REVIVED.

London, June 3. This evening Sir Austen Chamberlain the Foreign Secretary, entertained the Diplomatic Corps to a banquet at the Foreign Office in honour of the King's birthday. Before the war, this banquet was given every year. Now, for the first time since the war, it took place with its former brilliance.—British Wireless.

LONDON'S GREETINGS.

THE KING'S REPLY.

London, June 3. The King has addressed the following reply to a message of good wishes sent by the Lord Mayor of London on the occasion of His Majesty's birthday:

"Another anniversary of my birthday has been gladdened by the message of loyal and affectionate greetings which you have conveyed from the citizens of London. As life goes on, I more than ever appreciate these proofs of sympathy and goodwill, especially when coming from the great city which is the head of the British race. With feelings of sincere gratitude, I thank you, my Lord Mayor."—British Wireless.

EXCHANGE RATES.

London, June 3.	
Paris	124
Geneva	125.25
Amsterdam	12.25
Berlin	12.40
Copenhagen	18.18
Prague	163.3
Madrid	27.09 1/2
Athens	300
New York	4.85 9/16
Brussels	34.00
Milan	87.65
Stockholm	18.15
Oslo	18.69 1/2
Helsingfors	192 1/2
Bucharest	810
Rio	527/32
Buenos Aires	47.19/32
Shanghai	2/7 1/4
Yokohama	1/10 27/32
Bombay	1/5 15/16
Hongkong	2/0 3/4
Silver (spot)	20.7/16
Silver (forward)	26 1/2

—British Wireless.

Until recently, Kalat, in Baluchistan, was a stronghold of slavery. Men and women slaves not only were the personal property of the Kalat tribesmen, but the owners were not obliged to feed or clothe them. Interference of the League of Nations has brought an official decree from the tribal chiefs freeing all slaves, even the selling of women through marriage.

THROUGH THE CANAL.

East and West of Suez.

The other morning, in my room on the little "tramp," which had anchored off Suez the night before to await her turn through the great Canal, I was awakened by a bugle call close at hand. And behold! From the port I regarded the great Carinthia, most famed "world cruiser" of them all, scarce a biscuit's toss away. During the night she, like ourselves, had come out of the East and anchored here just outside the portal of the West. Her gleaming white upper works were reflecting the first rays of the sun as it rose over the desert, and the small army of her sailors was freshening up the broad decks against the appearance of her luxury-surrounded company.

Curiously enough, I had met the Carinthia's guests before, as we had wandered, in our markedly different fashion, about the world east of Suez. I had encountered them three months ago in Tientsin and Peking as they were frantically dashing about in the attempt, figuratively speaking, to see China in a few minutes. At Kandy, in Ceylon, we had met again, at a native Kandyan dance arranged by the world-roving party.

A year ago, on another "tramp" freighter, I had chanced upon the beautiful liner in Freemantle while she was in the Antipodes on her 1925 cruise. And here again, waiting to cross that border line which divides the Orient from the Occident, the world east of Suez from the West, was the contrast between journeyings de luxe—and otherwise.

Here, rubbing elbows, as it were, lay the mighty liner and the little tramp waiting to pass through the great gateway between two worlds. And presently, as if to offer further whimsical evidence of the contrast, there drifted across to our gangway a menu card of the morning meal submitted the great ship's guests. One of our sailors secured it and laid it on the sun-flooded deck to dry, while we gathered round to regard in awed wonder the gastronomic riches of which it told. Why, there was as much difference between the fare of the Carinthia's company and ours as lay between that world east of Suez out of which we had both lately come and the other of the West across the frontier of which we were both about to pass.

No matter. None of us was consumed by envy. We only wondered speculatively how one's ship's cuisine could provide so startling an array of eatables. We thought of our own morning's repast of porridge and "kipper," and of our probable midday one of the "salt horse" upon which sailors were wont to thrive in the brave days of wooden ships and iron men, and regarded the proud world cruiser tolerantly. Wanderers both, however different the manner of our wanderings and varied our purposes, perhaps our contentment equalled theirs.

M. T. G.

JAPANESE TENOR.

A SPECIAL RECITAL.

Those who had the pleasure of hearing Mr. Seijiro Tatsumi, the talented young Japanese tenor, in 1923, will be interested to learn that he is giving a recital at the Nippon Club, Whiteaway Building, to-morrow evening commencing at 8 p.m.

Mr. Tatsumi, who was born in San Francisco, is fully at home with the English language and in the numerous recitals he has given in America, Japan and China, has proved himself to be a master of the art of music.

The first half of the programme, which is devoted to Western music, includes such songs as Tosti's "Preghiera," Dvorak's "Going Home" and Puccini's "E lucevan le stelle," all of which will be much appreciated by music lovers.

The second part will be entirely devoted to Japanese folk songs, and, despite the difference between the Occidental and Oriental forms of expression, Mr. Tatsumi's interpretation will be equally pleasurable to European and Asiatic.

It is seldom that Hongkong has the opportunity of hearing a recital of such unusual flavour and it is expected that Mr. Tatsumi will receive from music lovers the support his quality of performance warrants.

VANDERBILT DIVORCE.

Paris, June 3. The Court has granted Mrs. W. K. Vanderbilt a decree of divorce.—Reuter.

[Mrs. Vanderbilt was Miss Virginia Fair.]

MEXICAN DECREE.

NOT A BOYCOTT OF U.S. GOODS.

Mexico City, June 3. The Foreign Office now explains its decree, cabled two days ago, as being in no way a boycott of American goods, which may still be purchased in Mexico for the Government departments, but the decree was issued owing to the delay in delivery of goods bought in the United States, and also because European merchandise had been stopped in transit in the United States when en route to Mexico.

The Foreign Office adds, "The cordial relations between America and Mexico cannot be affected by the decree."—Reuter's American Service.

EX-GERMAN CABLES.

ALLIED POWERS TO DECIDE DISTRIBUTION.

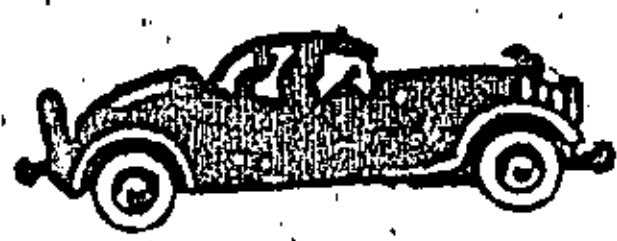
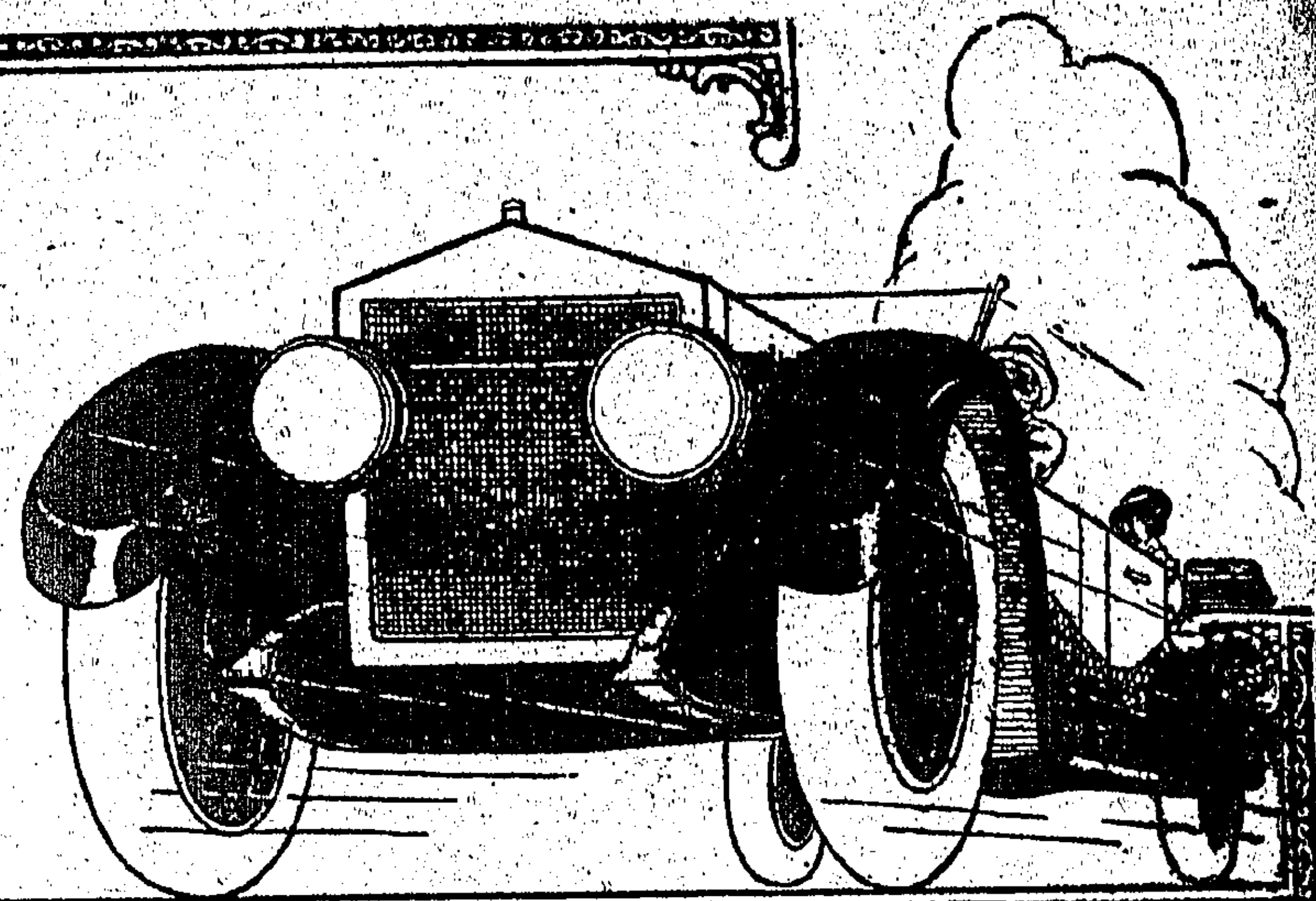
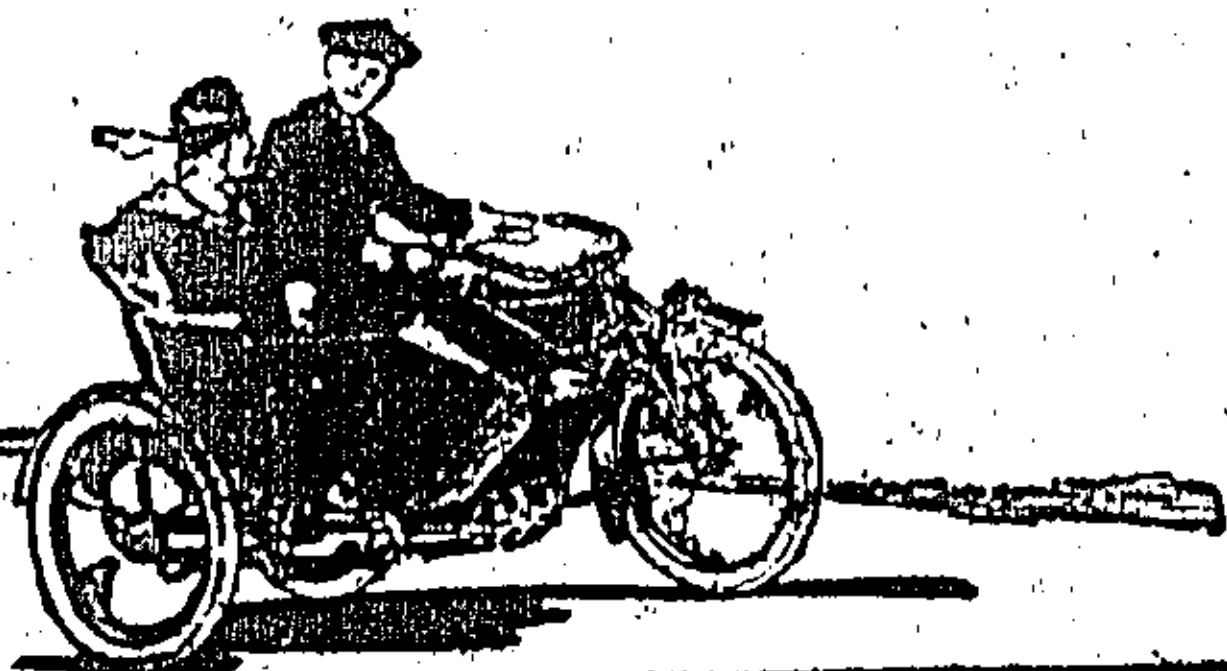
Washington, June 3. Britain, Japan and Italy have notified the State Department of their willingness to resume the interrupted conference of 1922, to decide the final apportionment of the pre-war German cables, in accordance with the Peace Treaty.

France is reported to be unwilling to participate owing to disagreement with the United States scheme for an equal division among the five Powers, contending that the cables should be divided in the same ratio as the reparations, and she is at present operating more than one-fifth of the confiscated cables.—Reuter's American Service.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.
SATURDAY, 4th JUNE, 1927.

Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



CURRENT COMMENT

Vehicular Ferries.

The announcement that a new ferry service is contemplated, principally for the conveyance across the harbour of motor vehicles, must have been read by all motorists with the greatest of interest. For some time past, the Government has been considering the question, and although there can be no two opinions concerning the advisability of providing such a service, there has been some discussion regarding the location of the piers, especially on the Hongkong side. It has apparently been decided that a pier in the vicinity of the Victoria Recreation Club would prove satisfactory, and we imagine such a situation would prove convenient to all classes of traffic. The Praya is quite wide enough for cars to line up for a ferry, and there is never any traffic congestion such as is frequently met with opposite the Central Market, where it was first suggested the pier should be situated.

Beneficial Results.

It is safe to predict that the new ferries will prove most popular among motorists who drive for pleasure. At the present time, the majority of people who own cars only enjoy driving on which particular side of the harbour they reside, for the simple reason that the system of transporting vehicles across the harbour is so unsatisfactory. Those who employ chauffeurs are perhaps not so handicapped as the owner-driver, who objects to the irksome method whereby his car is hauled up by crane, and lowered on a lighter. When it is possible to drive direct on to the ferry, many more motorists will accept the opportunity of a drive on the opposite side of the harbour to which they live, and we imagine that the increased mileage thus opened up will further assist towards popularising motoring in the Colony.

Summonses.

In the annual report of the Chief Constable of Liverpool, it is suggested that the manner in which minor traffic offences were dealt with might be simplified. The opinion is expressed that attendance at Court by motorists summoned for minor offences, and by the police supporting the charge, causes a great deal of unnecessary waste of time. The procedure proposed is in the nature of a "compromise fine" which could be adapted to cover minor motoring offences. The idea is that offenders should be communicated with, enquiring whether the alleged offence is disputed, and if not, a small fine would be levied and notice given to the clerk of the justices and the matter thus ended. If however, the offender preferred to plead "not guilty" the case would be heard in the ordinary way. The suggestion is certainly a practical one which could be adopted to a certain extent locally. It should be possible to notify the amount of the fine on the summons, and in the event of no protest, the fine could be paid to the Magistracy.

Thefts.

Several thefts from motor vehicles have been reported lately. One motorist who left his car outside his office for a short while, discovered on his return that the tool kit had been stolen. Apparently the thieves are very cunning and not often detected, although it sounds incredible that a coolie can approach a motor car and unscrew the horn without his act being witnessed. It is quite certain that a spanner must be employed in the work which cannot be done in a second. We are aware that similar petty thieving is recorded in many cities, but as far as Hongkong is concerned, we should like to see more culprits caught and dealt with as they deserve.

Rickshas.

It often appears that the number of rickshas plying for hire is greatly in excess of the demand, and taking into consideration the obstruction they cause, we think the matter might well be carefully investigated. In several cities in the East, it has been seriously suggested that these vehicles be totally abolished, and while we do not advocate this for Hongkong, we do object to a number of private rickshas being used for public hire. Several instances of this practice have been brought to our notice recently, and they, at least, should be prohibited from acting as public vehicles. The number of ordinary public rickshas might be combed out as demand decreases.

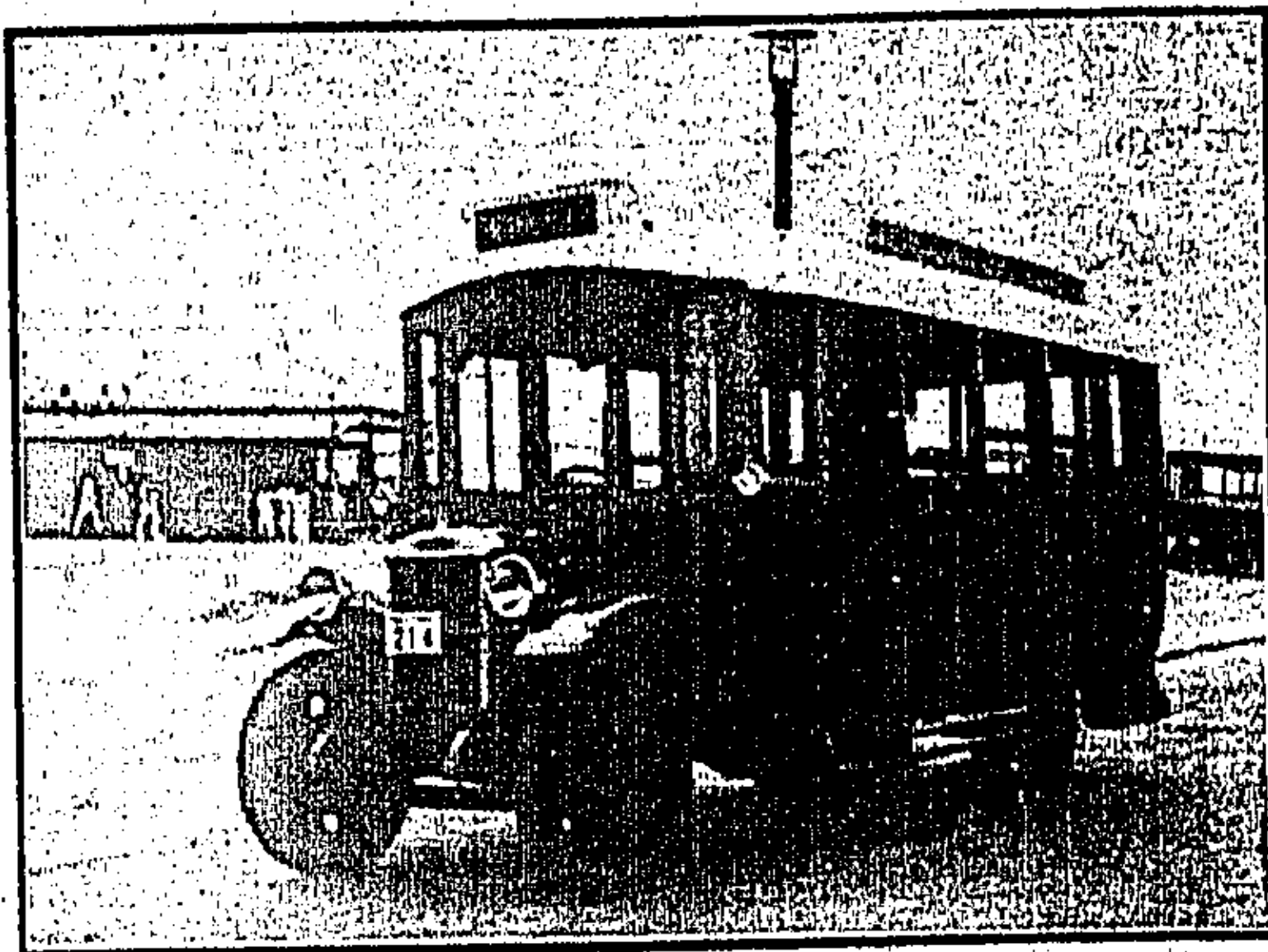
Repulse Bay.

We have been asked to draw attention to the excessive speed which some motorists travel at on the lower beach road at Repulse Bay. As a matter of fact, on Tuesday afternoon last, two children of some six or seven years of age, narrowly escaped being run over by a car leaving the beach road with a party of bathers. There should be no need to ask drivers to drive slowly on this particular roadway, because, not only is it narrow, but pedestrians are likely to step out on to the road when leaving mansheds. The traffic is exceptionally heavy during the summer months, and it would be quite a good idea if a traffic constable were stationed on the road with the express purpose of taking numbers of cars which exceed a speed of twelve miles per hour. This limit would not entail any hardship, because there cannot be much more than half a mile of the road, and when a speed limit is clearly necessary in the interest of public safety, there should be no hesitation in applying it.

A New Ford.

The recent announcement that the Ford organisation has decided to build a new type of Ford car, will have been received with interest throughout the world. To Henry Ford belongs the credit for having brought motoring within the reach of the masses, and for the last twenty years, with the exception of the first quarter of 1926, Ford cars led all other makes in production and sales. The decision to build an entirely different type is without doubt due to the challenge which other factories have made in low priced cars. To-day, it is possible to select a vehicle from among a number of makes at a price somewhere in the region of that charged for the Ford, and furthermore, it has to be admitted that for a slightly higher figure, many cars are available which offer a more attractive finish and smoother running, then does the famous "Flivver." As an example of what mass production can accomplish, the Ford stood alone for many years, but in order to maintain that production and low price, the matter of keeping up with development in design has necessarily been sacrificed. Now however, it is expected that the new car will challenge the modern low priced vehicle in design, although unless there is proportionate drop in price as that which previously ruled in comparison with other cars, the new Ford will find the standing of such excellent cars as Studebaker, Essex, Dodge, Morris, tough propositions against which to compete.

MORRIS BUSES FOR CASTLE PEAK.



One of the new Morris buses put into operation by the Chung Mei Company for service between Mongkok and Castle Peak.

HORSES AGAIN?

Effect of High Insurance.

Boston, Mass., April 14.—One of the effects of the new compulsory automobile insurance law, at least in this city, is the return of the horse!

Increasing traffic congestion in the larger cities has made it cheaper and just as easy for the horse-drawn truck to make deliveries. But it wasn't until insurance rates were practically doubled on truck fleets by the application of the new code that owners decided again to rely on the horse.

By doing so, they are economizing not only in the maintenance of the truck, as against the cheaper cost of the horse, but they have succeeded in eliminating the item of insurance premiums to a great extent.

Heretofore, truck fleet owners were able to get lower rates on their fleets as against the rates for individual trucks. Now they must pay just as much for each vehicle as the man who insures only one truck.

No More Recklessness.

Outside of this change, the new law has apparently made no impression on the motoring public of Massachusetts for the few

months it has been in operation. Recklessness hasn't increased, as might have been predicted, because the motorists realize that carelessness would cost them their insurance policies and that they can't operate their cars without them.

Car sales have been lower during the first two months of this year than the same period last year. The reason, say dealers and insurance men, is prospects are waiting for the first of April, thus starting their new cars when weather permits and at the same time cutting down their insurance premiums to cover only the rest of the year.

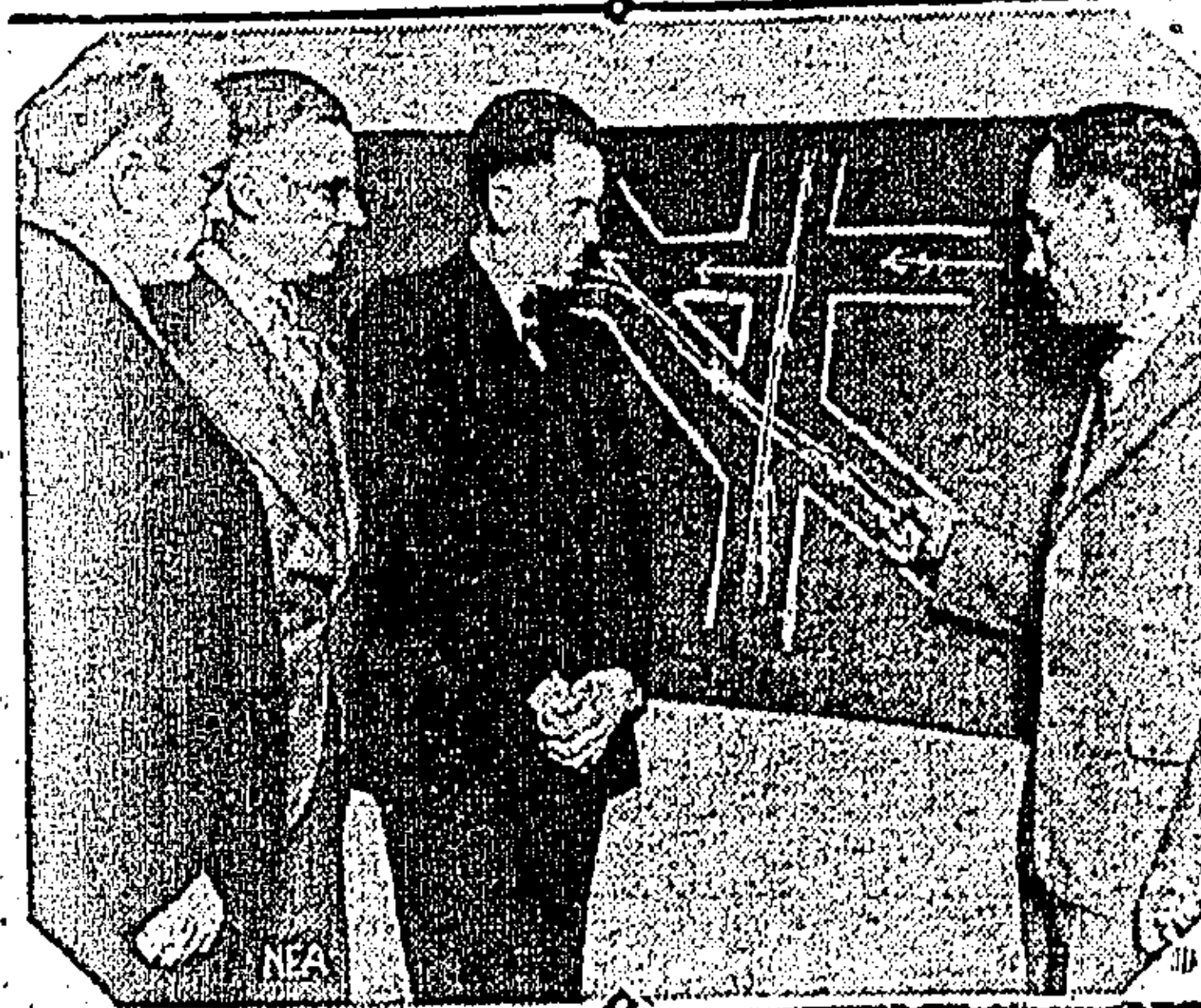
May Lower Rates.

About \$20,000,000 will be paid insurance companies as liability premiums this year. But next year's rates are expected to be reduced as more authentic figures will be available on which the state insurance commission may determine rates.

Counteracting the insurance law is the lack of a gasoline tax in Massachusetts, one of the four states still holding out. Now, however, it is proposed to cut the registration fee to a uniform figure of \$3 or \$4 for each vehicle and institute a gasoline tax.

Fifty per cent. of the cars in this state during summer months carry licenses from other states, it is said. By enactment of a gasoline tax, out-of-state visitors would help pay for the roads they use.

TRAFFIC ENGINEERS CONVENE.



Chicago and Kansas City have entertained engineers and officials who have been trying to discover means for solving the traffic problem. Here is a group in Chicago. Left to right, they are: Edward S. Jordan, chairman of the traffic and safety committee of the National Automobile Chamber of Commerce; P. L. Emerson, chairman of the N. A. C. C. motor truck committee; Miller McClintock, director of the Albert Russell Erskine Bureau for Traffic Research; and E. J. McIlraith, staff engineer of the Chicago surface lines.

UNIFORM SIGNS.

Solving Traffic Congestion.

[By Roy J. Gibbons.]

Chicago, April 23.—Automobile manufacturers are taking official cognizance of traffic conditions which their product has brought about.

Up to the present the manufacturers have been interested solely in production.

Now they have become perforce altruistic. Their horseless carriage grown universally popular has turned Frankenstein upon its creators.

It has brought about traffic problems and a threatened saturation point.

So the manufacturers have set themselves the task of unravelling the scramble at the crossroads as a measure both of good business acumen and responsibility.

Standard Road Signs.

The first expression of this new spirit was manifested the other day in Chicago when the National Automobile Chamber of Commerce got together the official and unofficial representatives of 57 American cities.

The whole gamut of the traffic problem was taken for discussion. Delegates went on record as unanimously favouring a national movement to standardize road signs into five different shapes each to have but one meaning.

Robert Kingery, manager of the Regional Planning Association of Chicago, introduced this idea patterned on work already done in this direction by C. M. Babcock and J. M. Mullin, Minnesota state highway officials, both of Minneapolis.

Uniform signs would do away with much of the present perplexity which arises from the multitude of indicators now in use, Kingery advocated.

Progressive traffic lights were recommended as more efficient in large cities than the present wave lights which hold up traffic lanes for blocks at a time.

"No Parking" Hurts.

One Detroit manager of a chain garage system went on record as favouring limitation but not total abolition of congested district parking.

"If no parking at all is permitted car owners won't bring their cars to town. That will hurt all business in general as well as the garage business in particular," he said.

The conference agreed that standard ordinances must be legislated in all cities to agree with the basic problems of transportation and be individual only to fit the city's particular needs.

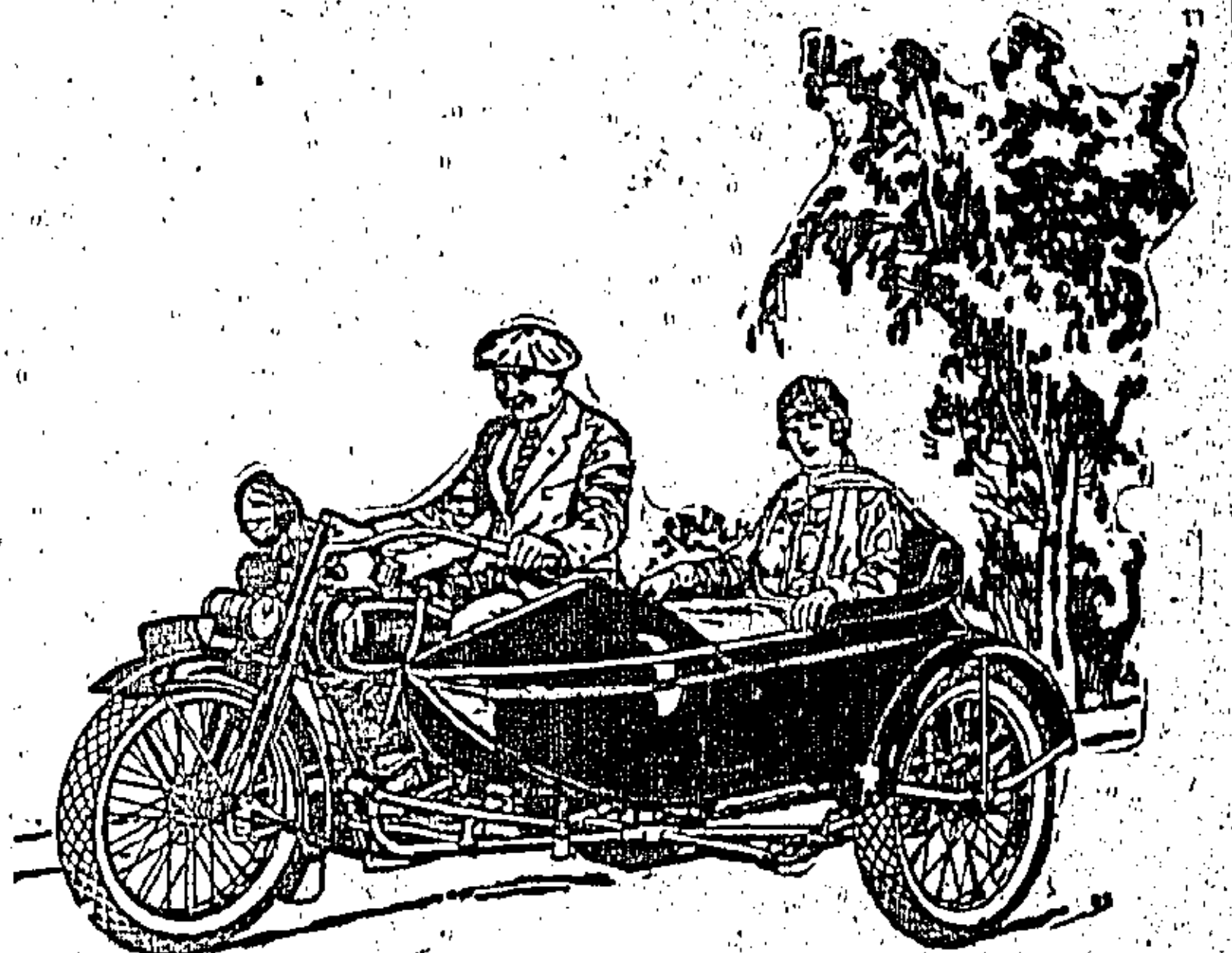
It was also conceded that no great apprehension need be felt over what might happen in the future in already congested districts where buildings are being erected to even greater heights and drawing more traffic into the district.

When congestion becomes too bad there is a migration from the focusing point into outlying districts, a fact attested by the recent rise of neighbourhood department stores.

KUALA LUMPUR TRIALS.

Hill Climb Organised.

A hill climb is being organized by the Selangor Automobile Association to take place in Kuala Lumpur on Saturday, June 12. Sixteen events are scheduled, covering all classes of cars and motor-cycles. A novel event is one for cars listed at a price not exceeding \$1,600. Entries are open to both members and non-members of the Association. Official announcements will shortly be in print.



We are pleased to announce that we are receiving another shipment of Harley-Davidson motor cycles by the s.s. "Empress of Russia" due on June 6th.

The shipment comprises—

COMBINATIONS
BIG TWIN SOLOS
and the famous—
HARLEY SINGLES.

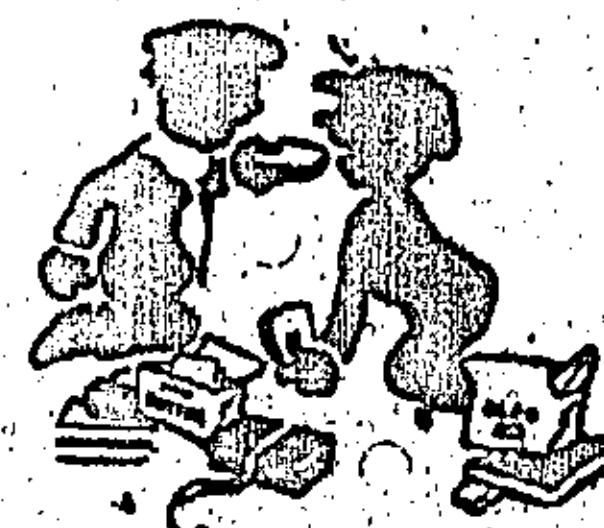
Side by side and overhead valve models.
BOOK YOUR MOUNT NOW.

THE GASCON MOTOR CO.,

2, Kwong Wah Road (Opposite The Steam Laundry)

Telephone K.1242.

REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.



Are You
lubricating
your car
with oleomargaine?

You can spread oleomargarine on your bread but you won't taste the flavour of butter. Powdered eggs can be used in making cakes, but powdered eggs never will make an omelet for your breakfast.

You can substitute any cheap oil for Gargoyl Mobiloil—but you won't get Mobiloil economy or satisfactory results. Lubrication has its laws just like any other science, and you pay the price if you disregard them.

No automotive engine will run as well on cheap or incorrect oil as it will with Gargoyl Mobiloil. Oil chosen because of price or by guess, always leads to excessive carbon and premature depreciation.

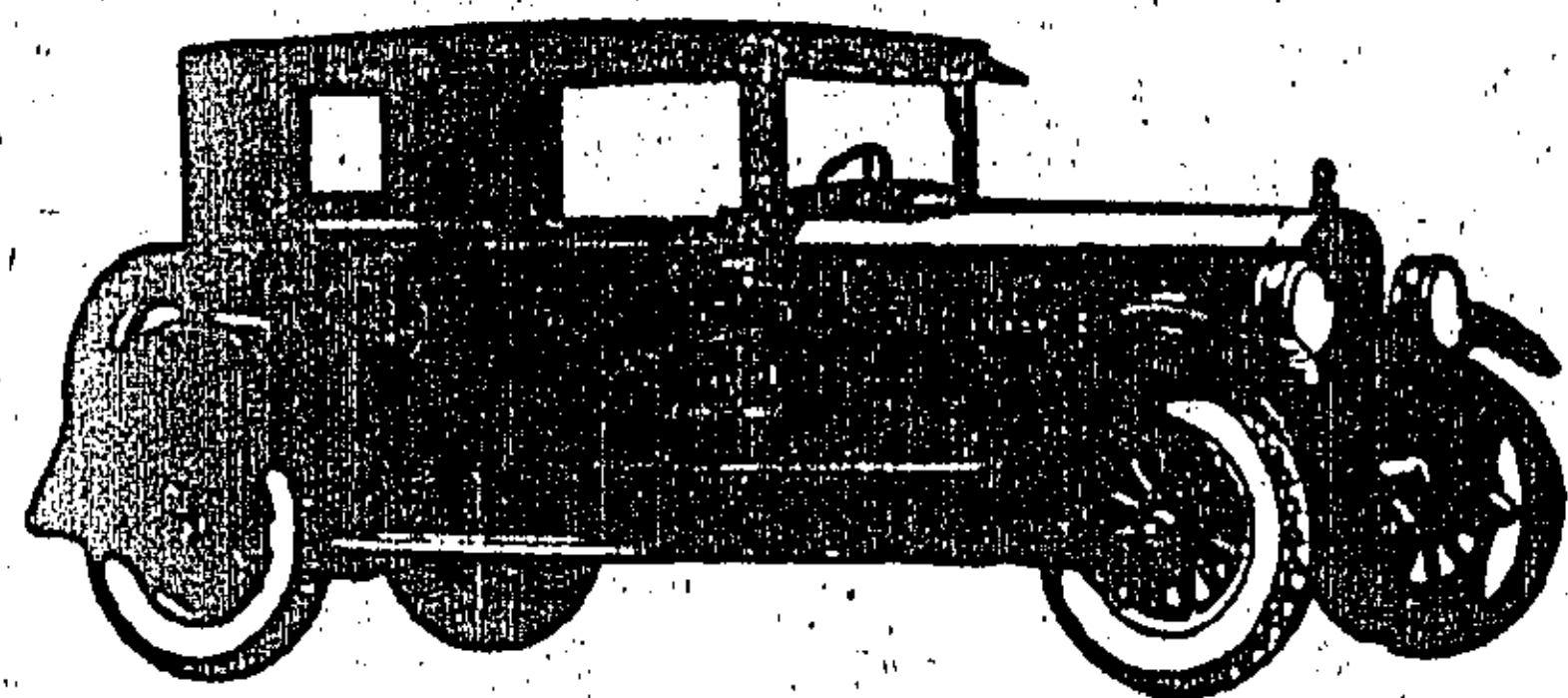
Fortunately, there is no need to use a cheap oil—no need to guess. Mobiloil engineers have found exactly the right oil for your particular car by scientific study and actual experiment. The grade is on the Mobiloil Chart at the nearest Mobiloil dealer's.



VACUUM OIL COMPANY, HONGKONG.

HUDSON-ESSEX

With the Patented and Exclusive Super-Six Advantages



World's Greatest Value and Largest Selling "Sixes"

The low prices which have made Hudson and Essex famous have largely been achieved through the simple process of using inventory materials quicker, and getting a greater output from plant machinery than is commonly done in industry. Mechanical conveyance of materials has been developed to an unusual degree. So quickly are materials consumed in the unusually efficient manufacturing processes of the Hudson Motor Car Company, that the public actually goes riding in Hudson and Essex cars before the commitments for most of the raw materials are due for payment.

ESSEX SUPER SIX MOTOR CARS.

Touring	5-seater	G\$1,150
Coach	5-seater	G\$1,150
Sedan	5-seater	G\$1,250

HUDSON SUPER SIX MOTOR CARS.

Touring	7-seater	G\$1,600
Coach	5-seater	G\$1,775
Sedan	5-seater	G\$1,880
Roadster	2-seater	G\$1,850
Brougham	5-seater	G\$2,080
De Luxe Sedan	5-seater	G\$2,270
De Luxe Sedan	7-seater	G\$2,375

The above prices are for delivery at your door in Hong-kong or Kowloon. All prices subject to change without notice.

THE DRAGON MOTOR CAR CO., LTD.

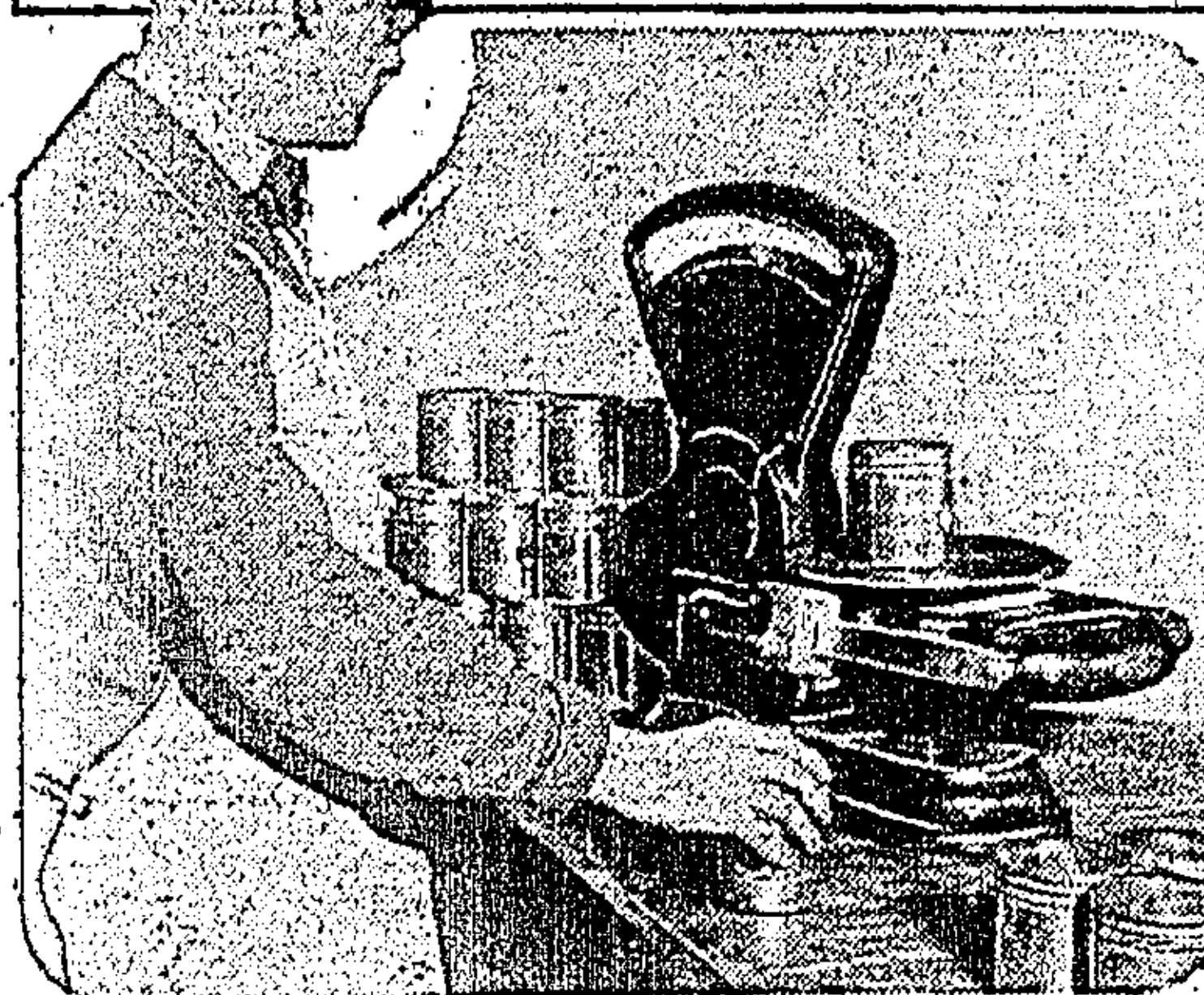
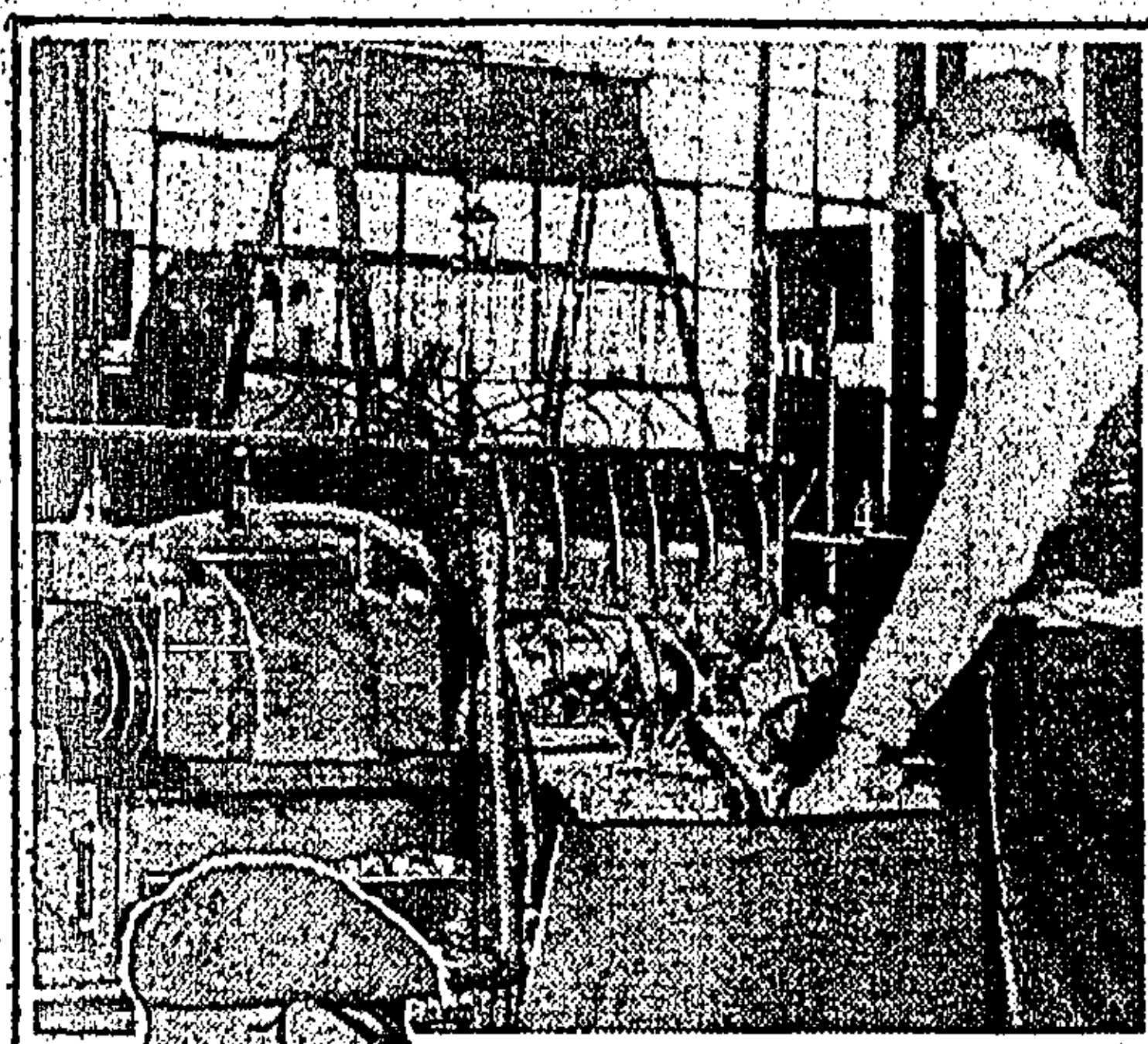
Telephone Central 1245 or 1247.

33, WONG NEI CHUNG ROAD, HAPPY VALLEY.

HOW AN AUTOMOBILE IS MADE.

No Room for Human Error.

[By Israel Klein for the Hongkong Telegraph.]



As the crankshaft turns, the machine shown in the upper photo cuts all its surfaces at six different angles to proper size. This "contour lathe" is one of the most ingenious devices in the modern auto plant. In the lower photo, another assurance of accuracy is shown in "balancing" pistons by means of a scale.

The great exactitude demanded in the construction of the automobile is in the production of the moving parts.

Machines are employed and tools used that cut to the exact measurement, leaving no room for human error. The machines range from the heavy, cumbersome drilling and milling operators to such fine and precise lathes and grinding instruments that diamonds have to be used as cutting surfaces.

Only the setting of the machinery is left to man. The rest of the operation needs only his supervision and the work of replacing pieces as each is completed.

Mechanical Hands.

The aluminum crankcase and the gray iron cylinder block, coming from the foundry, meet a battery of giant milling and drilling machines in their first course through the factory. Each is handled as a workman would handle a toy at a lathe.

They are cut down to size. The holes are bored out smooth and ground smoother. They are twisted and turned by powerful mechanical hands as they go through these operations.

Finally they are set into a drilling machine where as many drills as there are holes to be made in each part cut out these holes within a few seconds.

In grinding and boring, machines work in baths of lard oil and water, and in some cases of pure oil, to cool the surfaces of the tools and of the metal that is being cut.

The used oil runs to a tank underground, is cleaned of impurities and brought back for further use.

The finer operations in the automobile plant are in the manufacture of the parts that go into the crankcase and cylinder block assembly—the crankshaft, the pistons, piston rods, wrist pins and valves.

From Forge to Lathe.

The crankshaft, camshaft and piston or connecting rods are drop forgings of tough steel, forged under heat into their peculiar shapes by an electric or a steam drop hammer.

The other parts are castings or cuttings of steel or a hard alloy of steel and chromium, or of nickel and gray iron, to give them toughness and rigidity in use.

The forged piece is first cut roughly down to size. Then the precision machines take hold.

A bushing or bearing of babbitt metal is forced under great heat into the brass bearing surfaces of the connecting rod, for instance. After it is trimmed down it is taken to a machine that has a diamond for a cutting tool. This diamond cuts down the inner sur-

face of the bearing, so finely that no variation from the true can be detected.

Diamond for Fine Work.

This is one of the many operations in which diamonds are needed for their extreme hardness to cut the finest and smoothest of surfaces obtainable. Crankcase bearings are cut similarly by a group of diamonds set in a core of copper and fuse metal to hold them firmly in place. These are mostly black, rough diamonds of the kind not useful for jewellery, but highly efficient in precision work.

Where extremely fine grinding has to be done on bearings, pistons and other important engine parts, a diamond is used to cut the edge of the fine grinding wheel smooth and true.

The great need for such accuracy in cutting or grinding down a part to exact dimensions may be pointed out in the case of the piston pin bushings in the upper end of the connecting rods. Here the engine undergoes such severe strain that every moving part has to be exact and close fitting to make it durable and workable.

So finely ground are these parts that their glassy surfaces can't show the marking of a lead pencil. So close to exactitude are their measurements that any variation can be detected only through an instrument that multiplies this slight variation ten-fold.

Crankshaft Cut at Once.

An ingenious machine called a contour lathe is so made that six tools move in and out with the uneven surfaces of the revolving crankshaft, cutting down these surfaces or "cheeks" to their exact dimensions. Here, three distinct shapes of "cheeks," all set at different angles, are cut down in one operation.

Accurate as this and similar lathes are in the construction of the crankshaft, they must be checked up by another ingenious machine that transforms vibrations of the shaft into a visible light wave. This is the crankshaft balancing machine.

Crankshafts have to be balanced to avoid vibration when in operation. One is turned vertically between two supports on the machine that converts their degree of vibration into electrical pulsations. These, in turn, are converted into a light wave that fluctuates on a scale, amplifying the vibrations 120 times.

The skilled operator can tell by the positions and degrees of fluctuations where the crankshaft is off balance. He corrects this by drilling a hole out of one or more of the counterweights on the shaft, tests it again, drills some more, and continues his tests until the light runs straight down the centre of the scale without fluctuating.

Lead the way on a B. S. A.

A mount you will be proud to own

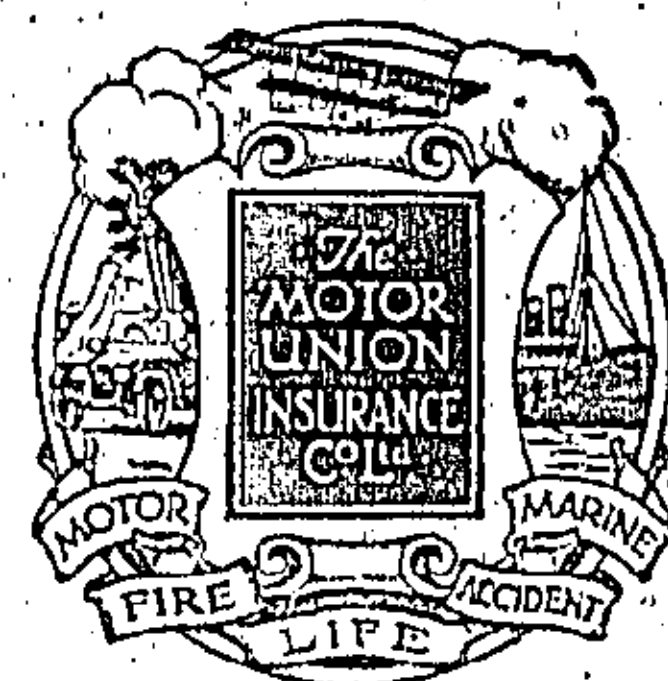


B.S.A. reliability has been proved beyond all question by outstanding success gained in open competition. 1927 B.S.A. Motor Bicycles are the greatest motor cycle value in the world, embodying every modern feature and every part maintains that high standard of quality for which B.S.A. is world-famous.

Let us demonstrate the features to you.

THE SINCERE Co., Ltd.

Sole Agents.



INSURE YOUR CARS WITH THE MOTOR UNION INSURANCE CO., LIMITED.

THE MOST EXPERIENCED MOTOR INSURANCE OFFICE IN THE WORLD.

Local Agents.

THE UNION TRADING CO., LTD.

Prince's Building.

Phone C. 587.

CHINA UNDERWRITER, LTD.

FOR

ALL CLASSES OF

MOTOR INSURANCE

WRITE FOR PROSPECTUS

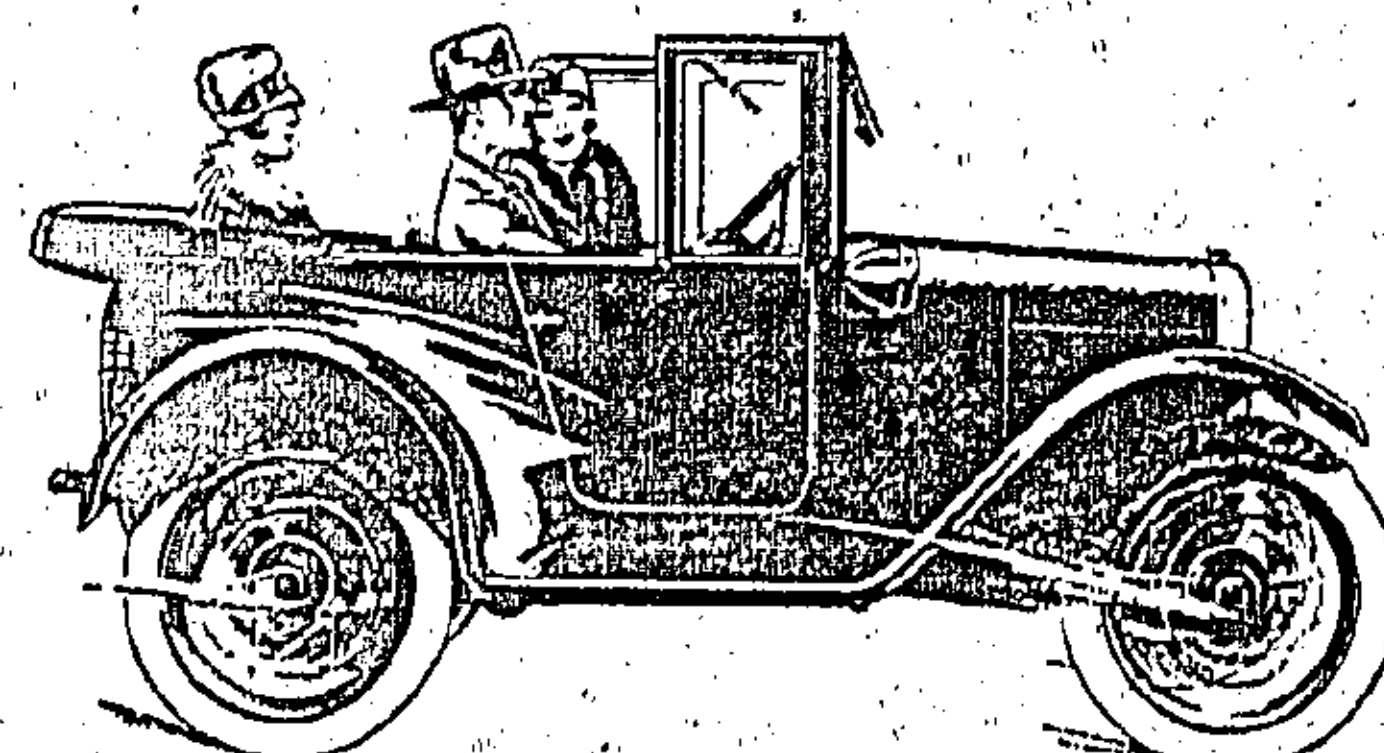
HEAD OFFICE:-

TELEPHONE:

ST. GEORGE'S BUILDING, HONGKONG.

C. 1121-2

THE "AUSTIN SEVEN"



The Austin 7 is as good as its name, and it has an extra good name.

REMEMBER, A FEW \$s WILL DELIVER TO YOUR DOOR ONE OF THESE MODELS.

Balance payable to suit you. Stocks carried.

ALEX. ROSS & Co. (China), Ltd.

New Offices, May 1.—Prince's Building.

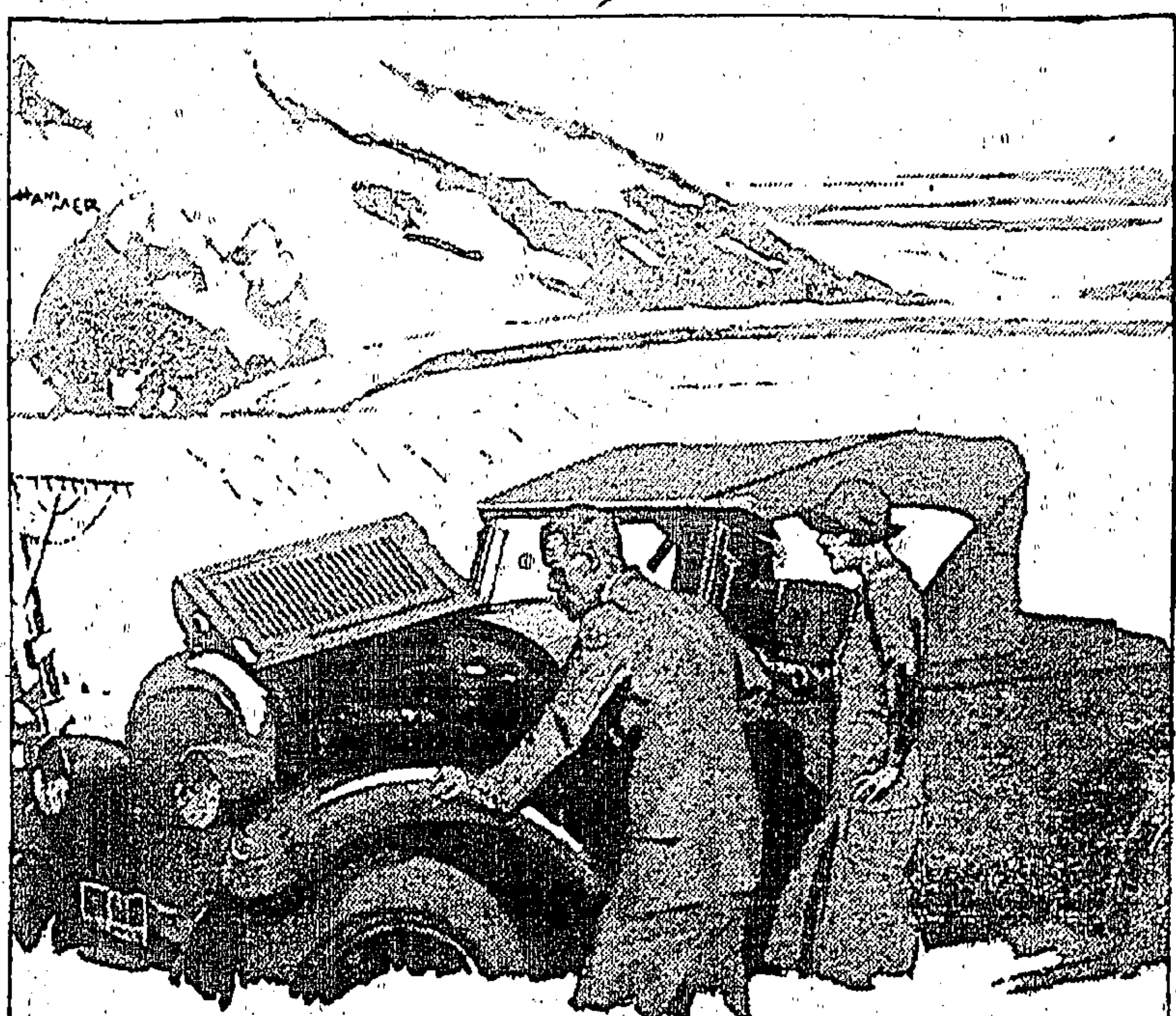
2 floor,—Ice House St. Entrance.

LIABLE FOR INSURANCE.

If an out-of-state motorist overstays his free time in Massachusetts, he may have to take out a state license and liability insurance in accordance with the new law. Thirty days is the "reciprocity" limit for Massachusetts.

PARKING UNDER HOTEL.

The Savoy Hotel in London has adopted a new plan to solve the intricate parking problem. The owners have contracted for the construction of a huge garage under and around the hotel.

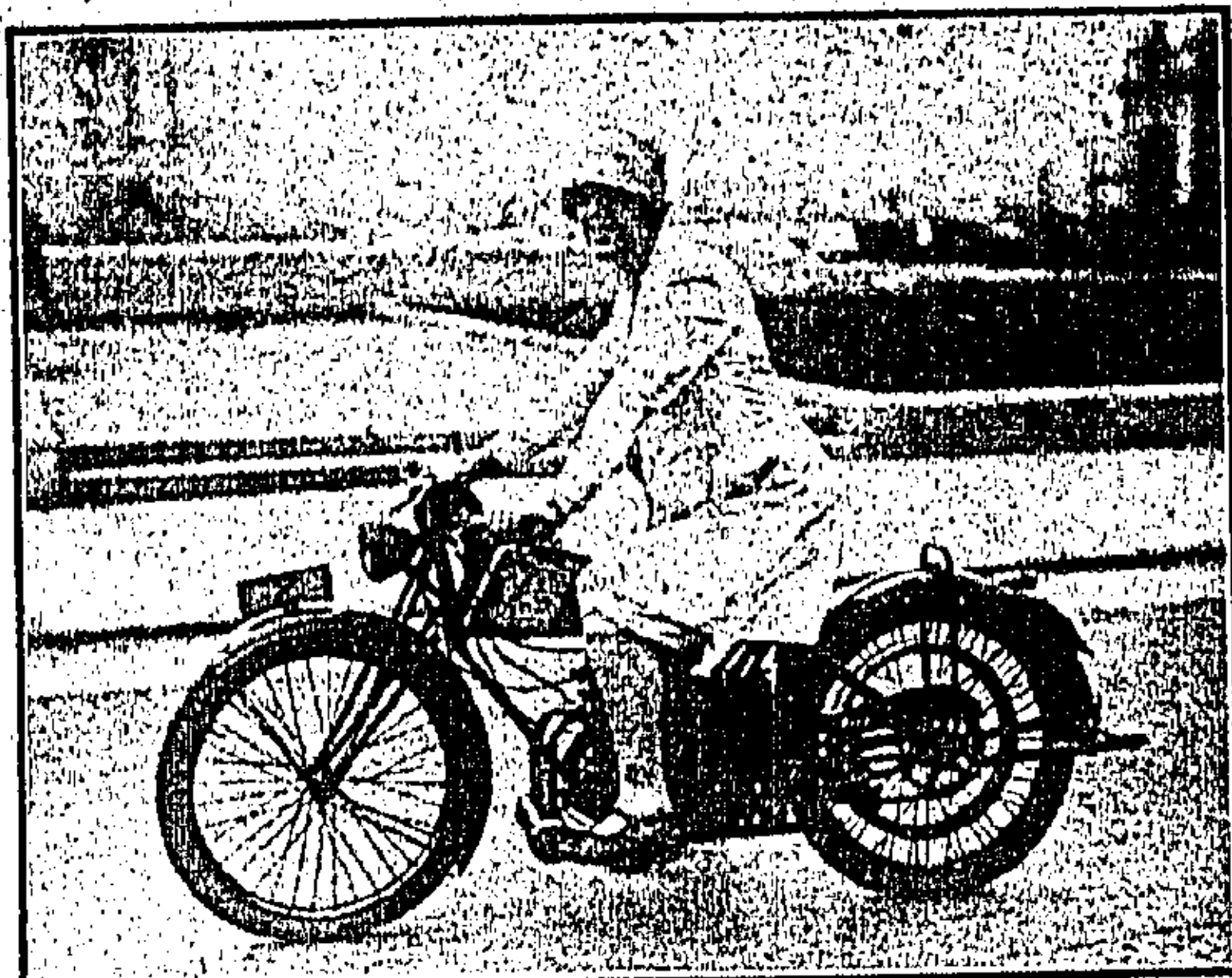


"Why on earth don't you use

SOCONY MOTOR OIL

SOCONY SPRING OIL STANDARD OIL COMPANY FOR EASY RIDING OF NEW YORK



ONE OF THE FRANCIS BARNETT
MOTOR CYCLES.

The above picture shows a Hongkong lady resident seated on one of the new Francis Barnett motor cycles. These excellent little machines have achieved a wide popularity at Home. Messrs. Alex. Ross, Ltd. are the Hongkong agents.

ESSEX SUPER SIX MOTOR CARS

17.32 H.P.—110-inch wheelbase—144.67 cubic inches piston displacement.

Roadster	2-seater	GS\$ 980
Touring	5-seater	GS\$1,150
Coupe	2-seater	GS\$1,150
Coach	5-seater	GS\$1,150
Special Coupe	2-seater	GS\$1,180
Sedan	5-seater	GS\$1,250

DODGE BROTHERS MOTOR CARS

24.03 H.P.—116-inch wheelbase—212.27 cubic inches piston displacement.

Roadster	2-seater	GS\$1,100
Special Roadster	2-seater	GS\$1,150
Rumble Seat Sport Roadster	4-seater	GS\$1,250
Touring	5-seater	GS\$1,125
Special Touring	5-seater	GS\$1,175
Sport Touring	5-seater	GS\$1,210
Touring	7-seater	GS\$1,320
Special Touring	7-seater	GS\$1,370
Coupe	2-seater	GS\$1,275
Special Coupe	2-seater	GS\$1,325
Sedan	5-seater	GS\$1,325
Special Sedan	5-seater	GS\$1,375
De Luxe Sedan	5-seater	GS\$1,500

HUDSON SUPER SIX MOTOR
CARS

29.40 H.P.—127-inch wheelbase—238.60 cubic inches piston displacement.

Touring	7-seater	GS\$1,600
Coach	5-seater	GS\$1,775
Sedan	5-seater	GS\$1,830
Rumble Seat Sport Roadster	4-seater	GS\$1,890
Brougham (Custom Built)	5-seater	GS\$2,080
Sedan (Custom Built)	5-seater	GS\$2,270
Sedan (Custom Built)	7-seater	GS\$2,375

PACKARD SINGLE SIX MOTOR
CARRIAGES

29.40 H.P. R.A.C. Rating—block test actually develops more than 80 H.P.—288.60 cubic inches piston displacement.

MODEL 426—SINGLE-SIX—126-INCH WHEELBASE.		
Phaeton	5-seater	GS\$2,665
Rumble Seat Roadster	4-seater	GS\$2,765
Sedan	5-seater	GS\$2,765

MODEL 433—SINGLE-SIX—133-INCH WHEELBASE.		
Touring	7-seater	GS\$3,215
Coupe	4-seater	GS\$3,215
Club Sedan	5-seater	GS\$3,255
Sedan	7-seater	GS\$3,335
Sedan Limousine	7-seater	GS\$4,335

PACKARD STRAIGHT-EIGHT
MOTOR CARRIAGES

39.20 H.P. R.A.C. Rating—block test actually develops more than 105 H.P.—384.80 cubic inches piston displacement.

MODEL 336—STRAIGHT-EIGHT—136-INCH WHEELBASE.		
Phaeton	5-seater	GS\$4,185
Rumble seat Roadster	4-seater	GS\$4,290
Sedan	5-seater	GS\$5,800

MODEL 343—STRAIGHT-EIGHT—143-INCH WHEELBASE.		
Touring	7-seater	GS\$4,430
Coupe	4-seater	GS\$5,370
Club Sedan	5-seater	GS\$5,510
Sedan	7-seater	GS\$5,625
Sedan Limousine	7-seater	GS\$5,725

The above prices are for delivery in Hongkong or Kowloon. All prices and specifications subject to change without notice.

THE DRAGON MOTOR CAR
Co., Ltd.

Telephone Central 1246 or 1247.

88, WONG NEI CHUNG ROAD, HAPPY VALLEY.

SIGNALLING FOR SAFETY.

Giving Vital Information to Other Road
Users.

"Pale hands I loved..." The words floated down to me from a distant window as I was getting into the car. They carried memories of long ago, and I sighed, writes H.E.S. in *The Motor*.

Pale hands, pink tipped... one of them lightly grasping the wheel of a powerful American car, the other waving airily out of one window....

I have good reason to remember those long tapering fingers, sheathed on occasion in gloves of the finest chambray, for it is owing to them that I lost my faith in humanity—at any rate, in that section of humanity which handles automobiles upon the highway.

There was a time when I punctiliously made the proper signals before stopping and before turning to the right or left. In my youthful innocence I thought that all others did likewise. If a man waved me on to overtake him, I did so unhesitatingly, and if a fair and lovely maiden, driving serenely along the centre of the King's Highway, bade me take notice that she was turning to the right, I passed her fearlessly on the near side. But my trusting nature was my undoing.

The Reckless Lady.

One April day, when the sun shone pleasantly on a clean, rain-washed countryside, and I was sniffing the fresh breeze from the hills, there came an imperious hooting from my starboard quarter. I gave the "Please pass me" signal and hugged the near-side gutter. With a smooth, humming sound a big grey-green coupe swept by and I caught a glimpse of a lovely, girlish face, lit up with the exhilaration of speed and power.

"Ha! Ha!" laughed I, and trod on the gas.

The white road became a living snake that writhed and twisted beneath my wheels. The wind whistled in my ears. The soft green of the budding hedgerows became a long, irregular blur. Behind, a faint wisp of blue smoke faded in the sunshine....

Faster—faster—faster!

Now I had gained on her, as my better brakes and steeper cornering saved me over a winding road. No my -paul nymph led me a fine dance on some straight stretch over the open downs. Once or twice I caught the laughter in her blue eyes, the flash of white teeth between curved lips as that vivid face turned to see if I was still behind.

Somewhere there was nothing on the road that day. I forgot my original destination, ignored the fast-increasing mileage, gave no thought to the passage of time. The Speed goddess lured me on....

Then I became aware of a dainty hand protruding through the off-side window, waving me on with gentle, circling movements. At the same time the big car was slowing perceptibly and being steered to the left.

"Packed up!" I reflected. "Here was a fine opportunity of getting to know this lovely lady. I had only to offer her my assistance...."

But victory is sweet, and I could not resist the temptation to tear past, just to show her that my car was the faster in the long run. I put on speed.

Suddenly she turned straight across the road.

Ditched. I could do nothing. The best brakes in the world will not stop in 20 yards a car that is doing over 60 miles an hour. I could not even leave the road and take to the grass on the right, because that fool of a girl was turning up a narrow road on the off side. So I just swerved to the left, to miss

the tail of her car. As I leapt over the grass verge towards the ditch, I saw her vanish up the lane.

It was six months before I was about again, and lucky indeed was I still to be alive. But the experience has made me very bitter.

Why can't people signal properly?

The most vital thing in the world is that those following or meeting you should know exactly what you are going to do. If the girl in my tale had learnt how to make proper signals I would have escaped a nasty crash, but, even so, she had really not allowed me sufficient time in which to pull up.

Too many motorists, other vehicle drivers and even policemen have the most rudimentary ideas of traffic signalling. Whatever the circumstances, they give the same vague warnings. Often, at a crossroads, it is impossible to tell whether the man in blue is holding one up or waving one on. Sometimes it is even necessary to stop and ask for verbal instructions!

Taxi Signals.

London taxicab drivers, taken as a whole, use only one signal. They extend the right arm. This may mean (a) that they are turning to the right, (b) that they are turning to the left, (c) that they are going to stop. Consequently, it is never wise to assume that one understands the driver's intention. Better far to wait until whatever manoeuvre he has in mind has been successfully executed.

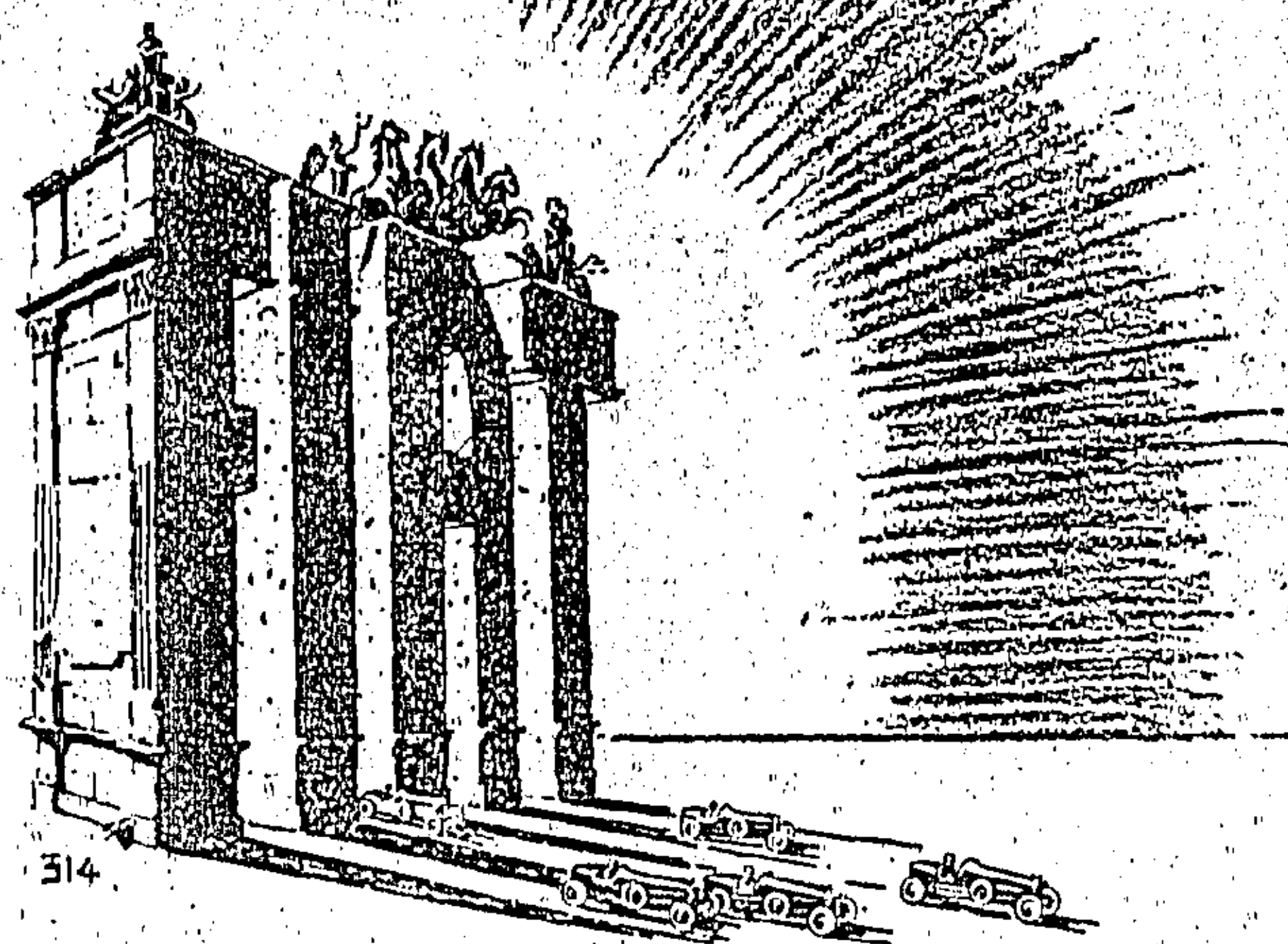
It is not sufficient to waggle a hand vaguely over the side of the body. If you are going to do anything out of the ordinary, first look and see (a) if anyone is following you, (b) if any vehicle is approaching. If there is anything coming in either direction, make no attempt to turn in front of it unless you are quite certain that it is travelling so slowly that it cannot possibly have drawn level with you until you have finished doing what you propose to do.

If the coast is clear and you wish to turn across the road, either for the purpose of taking a turning to the right or for pulling up outside a building on the right, extend the right arm horizontally outwards. If you are turning to the left or you are slowing down and wish following traffic to overtake you, wave your right forearm with a beckoning gesture, forwards from the elbow, which should be at shoulder height and extended outwards at right angles. This signal should also be used if you are stopping but do not wish following traffic to stop; it should never be used unless it is perfectly safe for a vehicle to overtake you.

When Stopping.

If the road is blocked and you are stopping in such a way as to make it impossible for another vehicle to pass you, extend the right forearm vertically upwards with the back of the hand towards overtaking traffic. Finally, if you are slowing down and wish to signal to those behind you that they should also diminish speed, wave the forearm up and down from the horizontal downwards with the palm of the hand towards the ground, as if fanning air towards the side of the car.

All these signals are really quite distinct from one another and, if properly made, should not be capable of being misunderstood. They can, with advantage, be practised from an armchair in front of a large mirror. Above all, be definite. If every road user made clear and unmistakable signals in plenty of time there would be fewer accidents and less bad feeling between one vehicle driver and another.

The Triumph of
The FIAT.

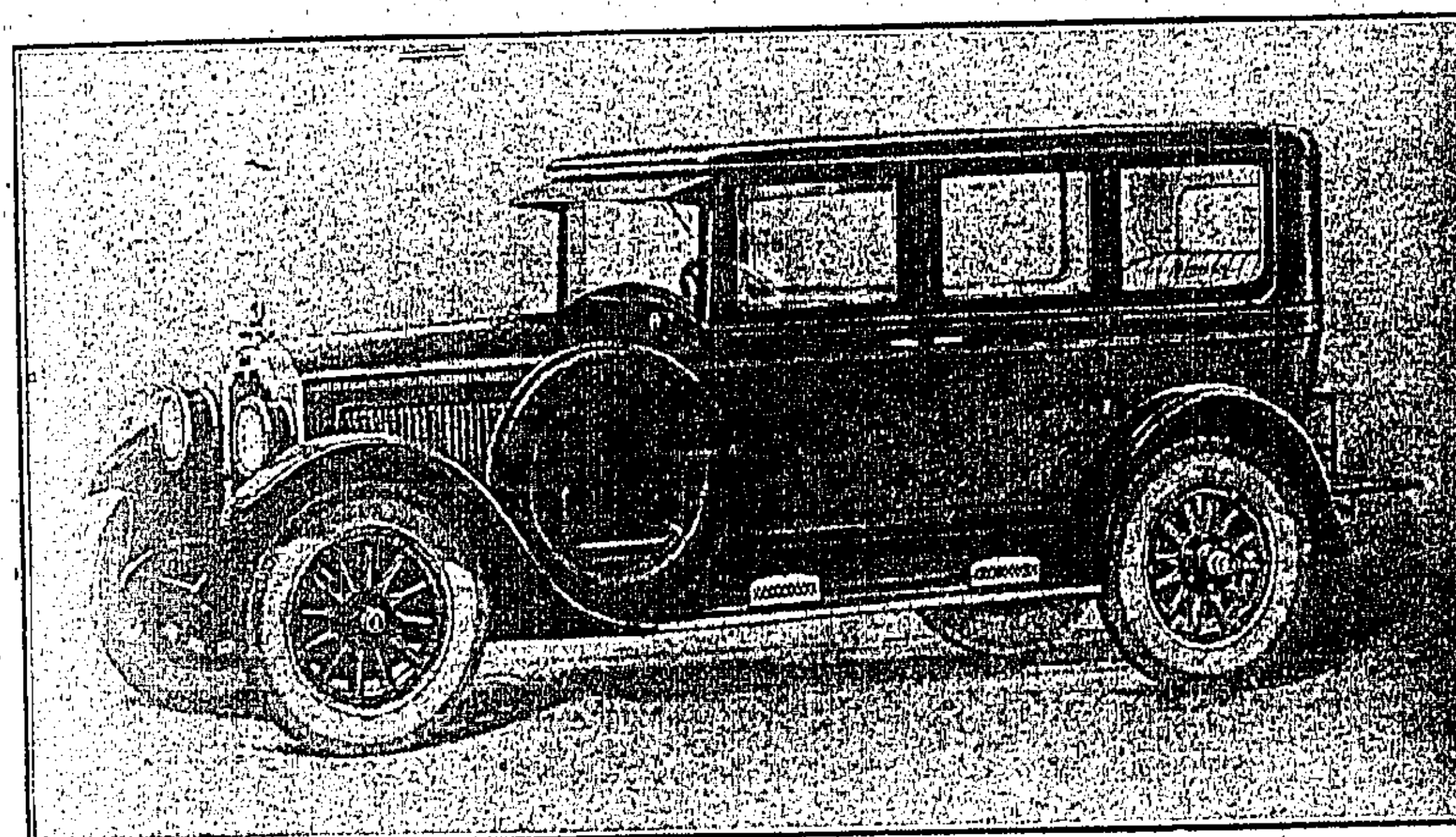
in the Italian Thousand Miles Race, and the race for the Lake of Garda Trophy.

1st, 2nd and 3rd
Places won by FIAT 509

The "509" and other recent FIAT models can be seen at the new FIAT Showroom, 67, Des Vœux Road.

Sole Agents for Hongkong, Canton and Macao
SOC. ITALIANA. IMP. ESP. ESTREMO ORIENTE, LTD.

Managers:—A. GOEKE & COMPANY.
China Building 3rd Floor, Telephone C. 2221.

MORE FAVORABLE BUSINESS CONDITIONS IN
GENERAL INDICATED BY BUICK PRODUCTION.

A substantial increase in sales for the first twenty days of February over the same period last year is stated by Mr. E. T. Strong, President of the Buick Motor Company to be an indication that his company and the industry in general are on the threshold of one of the greatest selling seasons the automobile business ever enjoyed. Such increases constitute an excellent barometer of favorable business conditions throughout the greater part of the world!

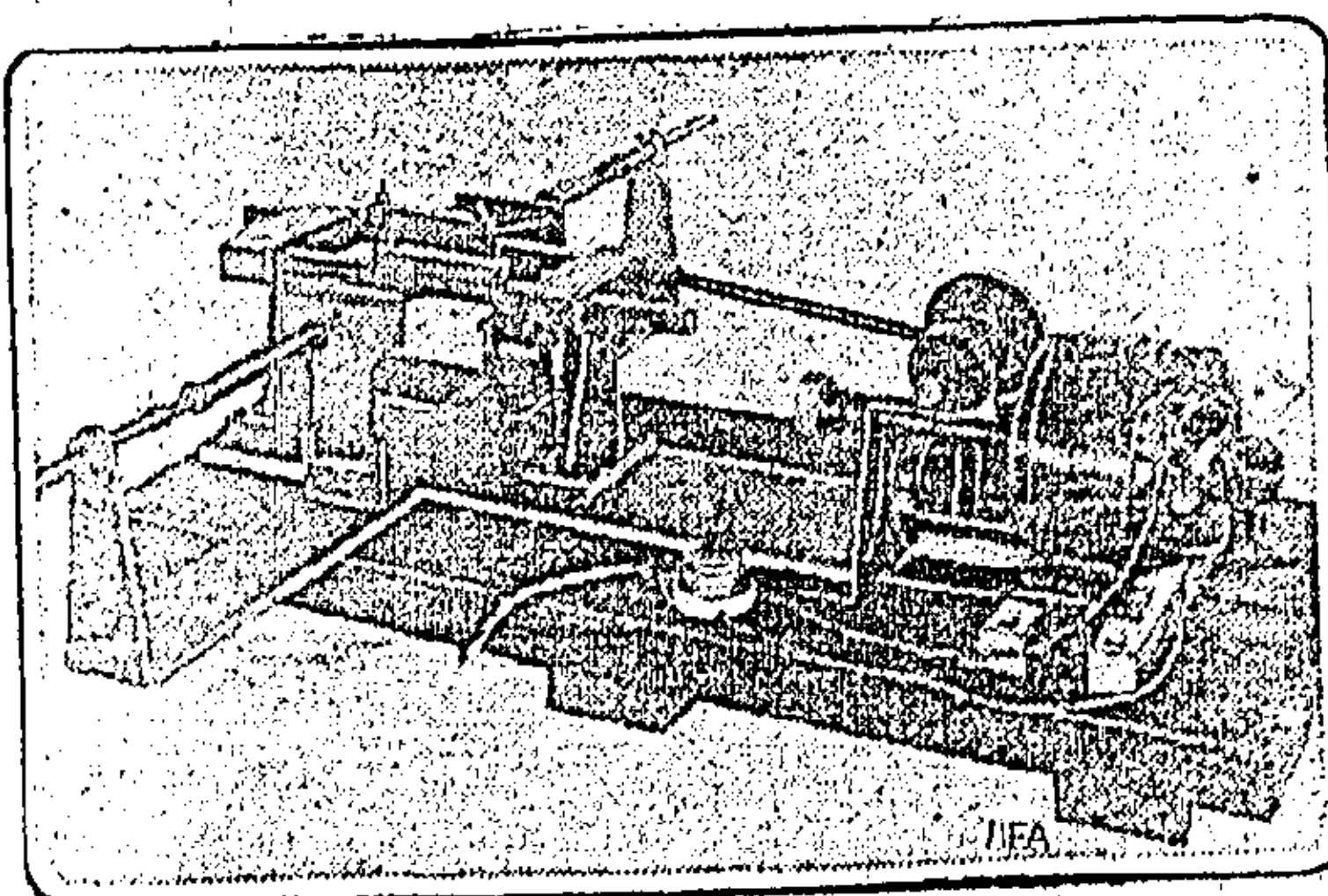
"Buick deliveries showed an increase during the first twenty days of February of nearly a thousand cars over a similar period in 1926," Mr. Strong said. "We have found that automobile sales are an accurate index of general business conditions."

"The value in using these sales figures as an index lies in the fact there has been nothing done to stimulate sales or create a demand which might be contrary to general conditions. The models now on the market are the ones introduced last August with the exception of two additional body styles which were added to the line later. Thus the upward trend in sales can be attributed to more favorable business conditions."

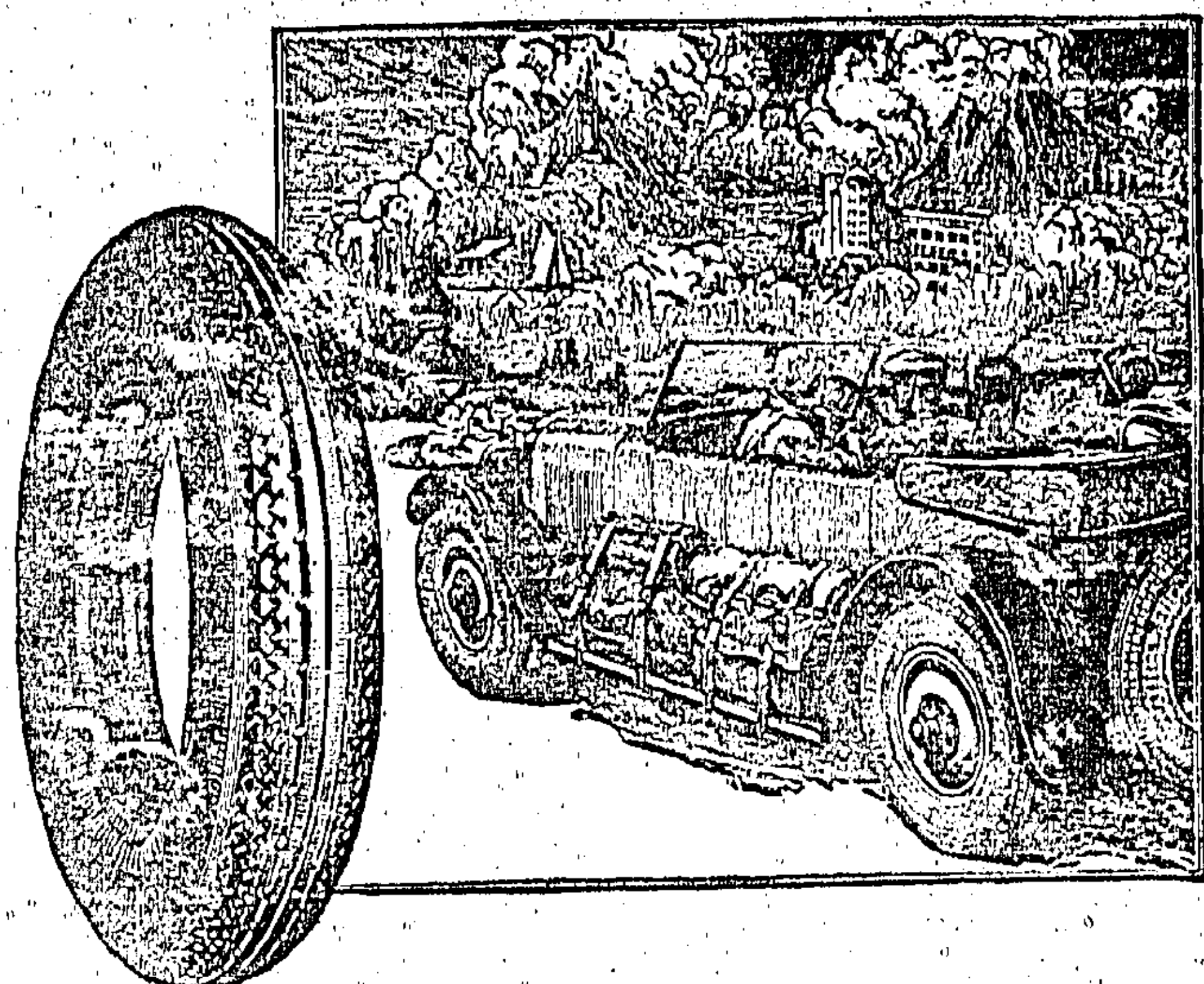
THE HONGKONG & KOWLOON TAXI CAB CO., LTD.
Sole Distributors for Hongkong and South China.

THE DRAGON MOTOR CAR COMPANY, LIMITED.
Authorised Sales and Service Station Happy Valley

EVEN THE LEATHER IS TESTED.



The leather in many automobiles cracks and wrinkles after some use. The U. S. Bureau of Standards at Washington wants to find out just what leathers, or imitation leathers, do so and to what extent. Then auto manufacturers may know what sorts of leathers to buy for their purposes. This simple wrinkling machine tells them in a hurry.



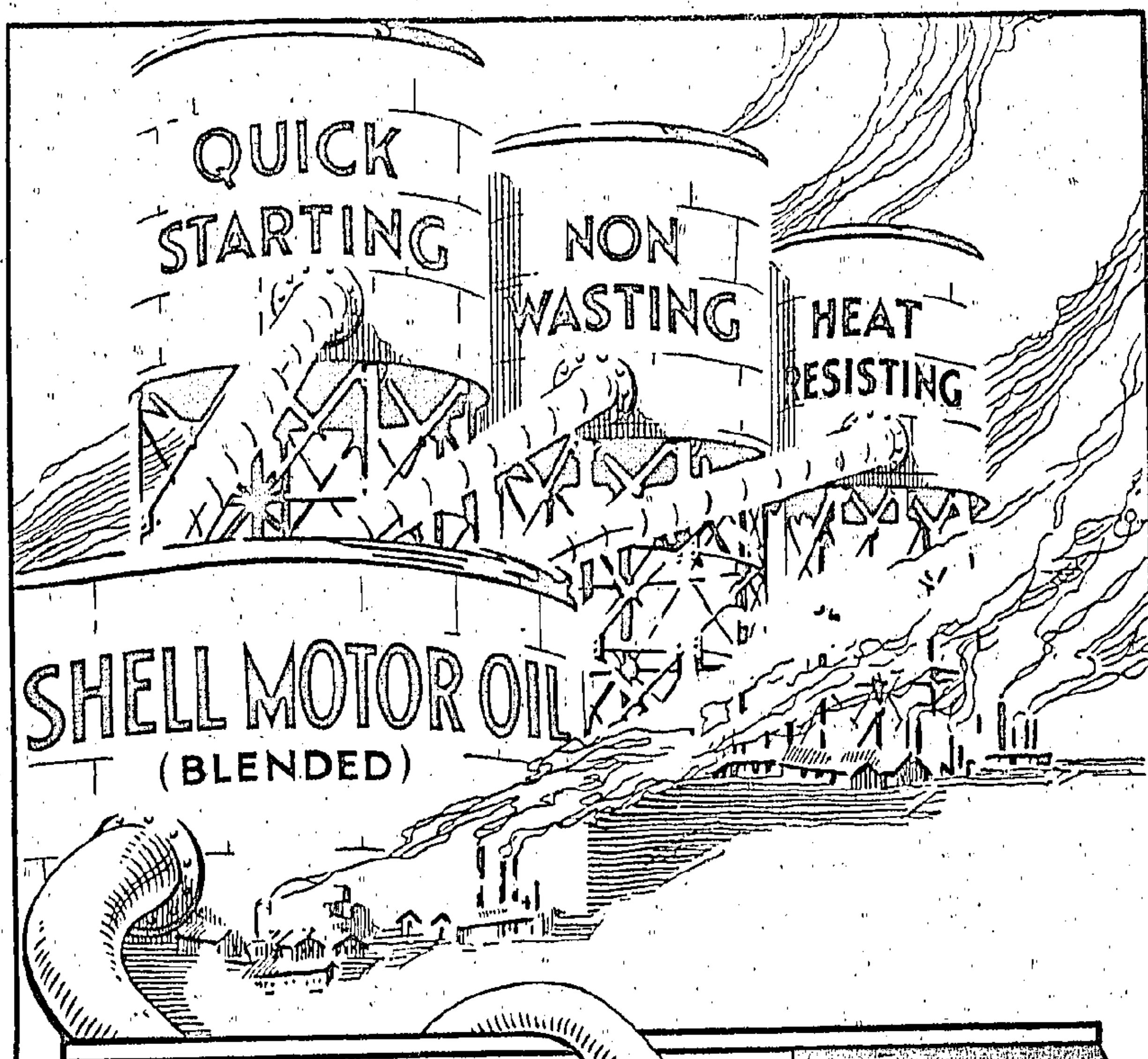
Ready for Any Road!

Long tours are undertaken with a greater feeling of security when the motor is fitted with Firestone Full-Size Gum-Dipped Balloons. These staunch tyres with their broad tread, take a firmer grip on the road, assuring better control and greater safety. Firestone Balloons hold up faithfully, yielding many extra miles of carefree performance. They are strengthened by Gum-Dipping, an exclusive Firestone process, which insulates and impregnates every strand of every cord with rubber. Full-Size and of low air pressure: they are as easy-riding as they are dependable.

THE DRAGON MOTOR CAR CO., LTD.
Telephone Central 1246 or 1247.
33, WONG NEI CHUNG ROAD, HAPPY VALLEY.

Firestone

FULL-SIZE GUM-DIPPED BALLOONS



SHELL offers you motor lubricating oil scientifically blended to do properly the three things which oil ought to do.

1. At cold air temperatures it is free flowing to give quick starting.
2. At crankcase temperature, relatively thick to ensure economical consumption.
3. At cylinder temperature it has good fluidity to reduce friction but retain sufficient body to ensure efficient lubrication.

Shell Oils as sold to the public are exactly the same as were used to set up the world's speed records of 1926 for both cars and motor cycles.

Asiatic Petroleum Co. (S. China) Ltd.,
ASIATIC BUILDING.

AS GOOD AS SHELL SPIRIT

HINTS FOR THE MOTORIST

by ALBERT L. CLOUGH

USING LOWER GEARS FOR BRAKING EFFECT.

In descending very steep or long grades, motorists are very generally advised to engage second speed or, in extreme cases, first-speed, as by so doing, the retarding effect of the engine is very much greater than when high gear is in use, on account of the much higher rate at which it turns in proportion to car speed. There are also increased frictional losses in the transmission, which add to the braking effect. This practice is an excellent one, as it obviates much wear of brake linings and prevents overheating of the brakes, besides giving perfect control over car speed and inspiring a feeling of safety. However, there is danger that a novice driver may get into trouble in putting this safety measure into practice. It should be realized that shifting from third to second gear or first speed must be accomplished while the car is running on nearly level ground before the grade is reached, for it cannot be done readily or perhaps at all, after the car is on a steep downgrade and is rapidly gaining speed. Under such conditions, it may be found that when high gear is disengaged, second speed cannot be engaged, as the car has by that time gathered too much speed, to permit second gear to be meshed and the grade then has to be descended without even the braking effect of the engine on third speed, so that instead of control of the car being increased it is greatly lessened. On these accounts it is advised that unless the change to a lower gear is made in advance of any necessity for additional engine braking effect, it be not attempted at all.

Hard Luck With Drive Gears.

Question: What causes the rear-end gears of my car to break so often? I got new ones about two months ago and only used the car about a dozen times before they broke.

Answer: If you had given the make and model of your car, we could have answered you more intelligently. Were your new gears furnished by the manufacturer of your car? If not, you may have obtained some of inferior material or not properly adapted as replacements. The most common cause of final drive gear failures is incorrect meshing, resulting from wrong

adjustment of bearings. Too tight mesh tends toward tooth breakage. Too sudden application of the clutch, with the engine turning fast is very hard on gears. In some forms of rear-axle, gear trouble may develop, if the axle-housing has been bent out of true. If you will describe your car and give any further details, perhaps we can advise you more effectively.

Wants Repainting Instructions.

Answer to R. E. H., who wishes to remove old paint from his car and asks what is the best paint to use and how to compound a good top-dressing: Sorry, but we do not think we can qualify as paint experts. Any good paint remover will take off the old finish and it can be burned off of certain parts with a blow-torch. In any well stocked public library, will be found works on carriage and car painting, giving instructions as to the best material and methods of application. Almost any modern book on Household and Shop Receipts will give a formula for top-dressing.

Overheated Ignition Coil.

Question: Why is it that the ignition coil on my Ford "boils over"? I have installed a distributor system of ignition, but am using one of the old Ford coils, with its vibrator screwed down so that it cannot vibrate, instead of the regular coil furnished with this system.

Answer: Probably the boiling over of the insulating compound around the coil is the result of the excessive electrical heating of its windings, due to the larger current drawn by the distributor make-and-break. We think you will find that a much heavier current passes through this coil, as you are using it at present, than was the case when the vibrator was in action, continuously making and breaking the circuit. Accidentally leaving the switch on with the engine stopped, would probably overheat this coil very soon. You might as well install one of the coils recommended for use with this distributor system, although you might possibly get along by connecting a resistance in circuit with the primary of the old coil.

STRANGE MOTOR MARATHON.

World's Greatest Race.

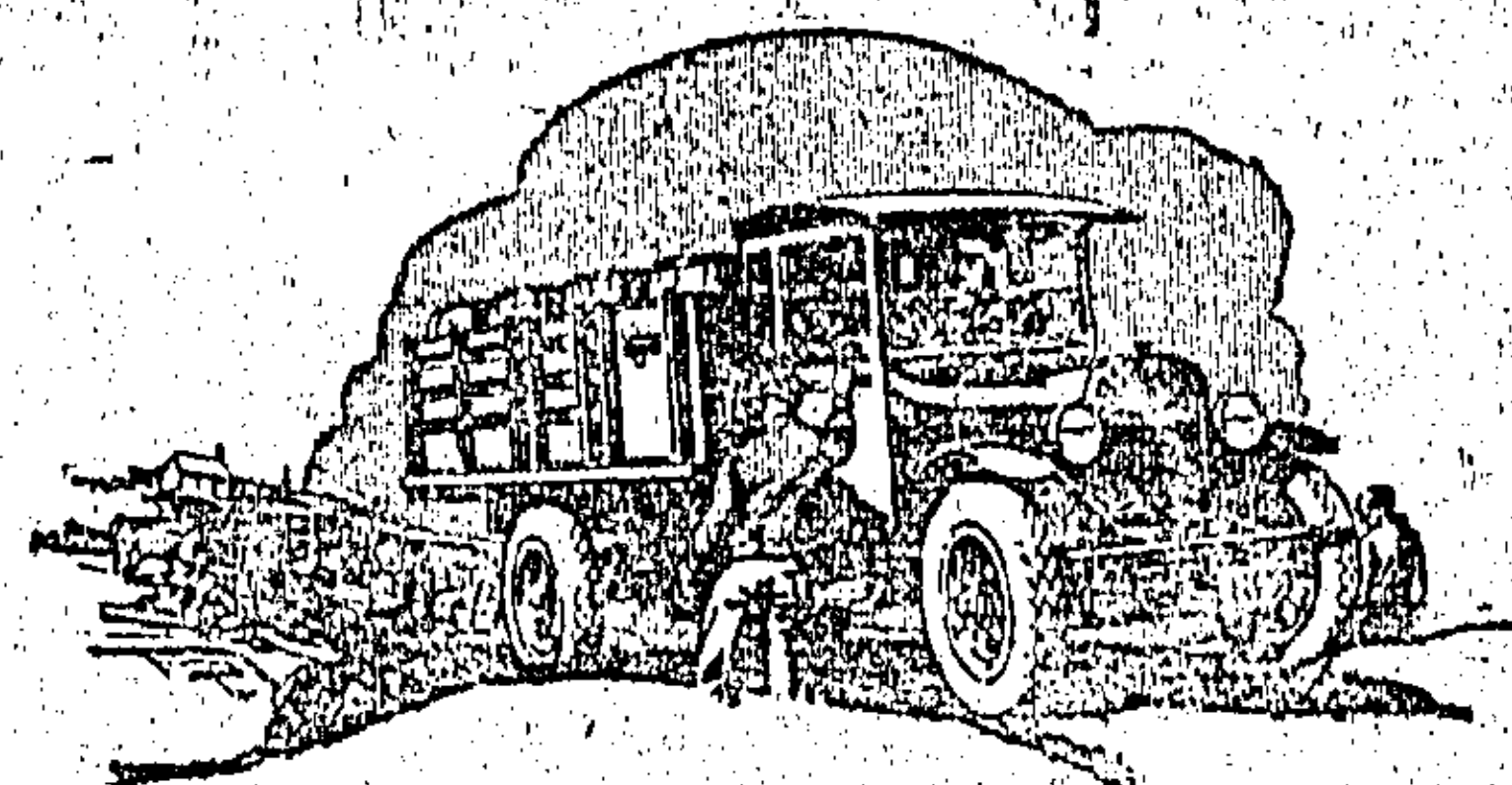
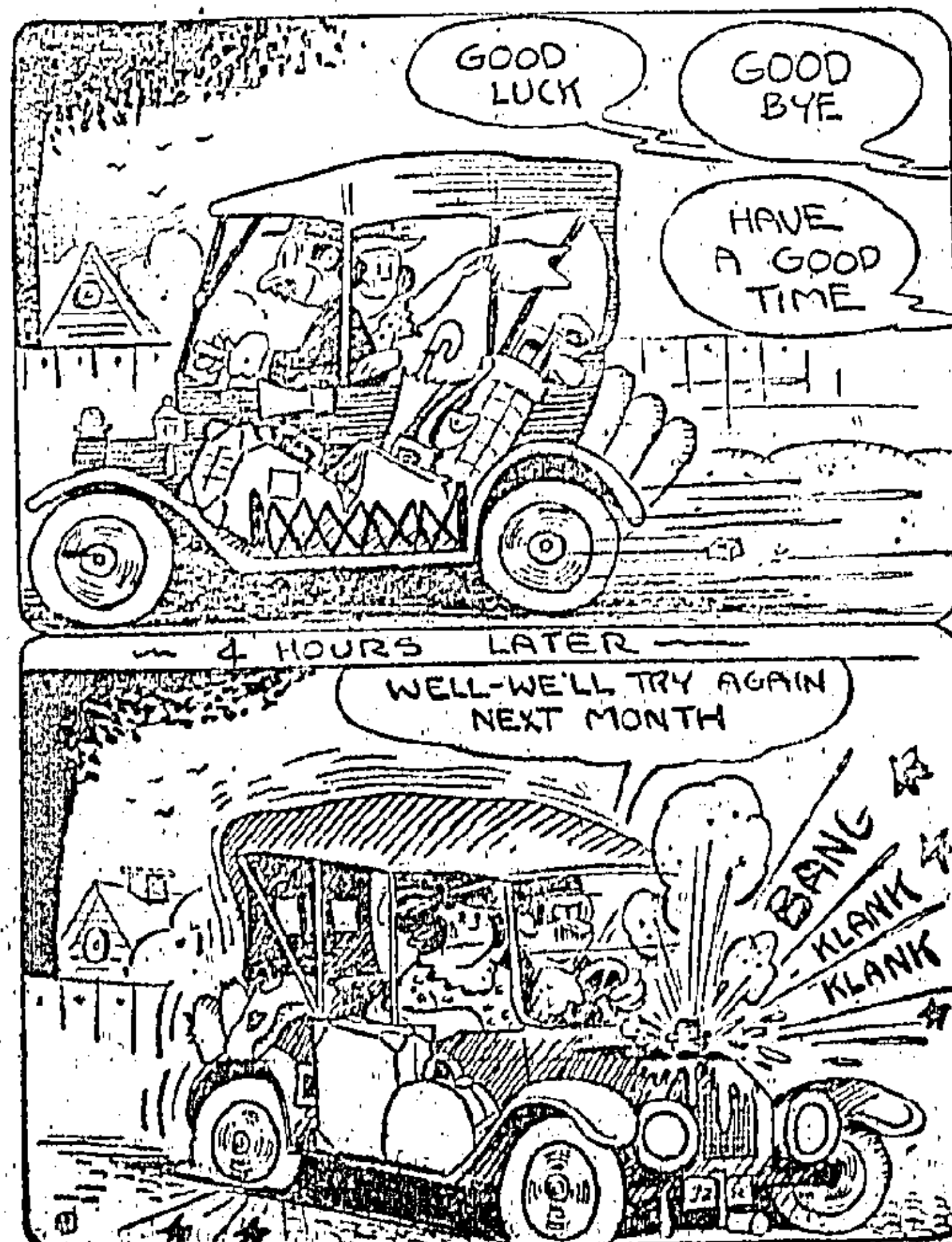
The world's biggest motor car race is to be held in September on the world's greatest island when cars from all the nations will run in competition for five thousand miles around the Australian coast. French, Spanish, Belgian, Italian, Swiss, German and other makes from the Continent of Europe will compete in one group with a second group of cars from the United States and a group of British motors.

A car from each of these three groups is to carry military despatches over one of twenty sections into which the long route will be divided. At the end of its

section the competing car will hand over these despatches to another car from the same group; and so on by relays until the whole five thousand miles have been covered.

There will be much excitement seventy miles from the start when the cars have to run down the steep bank of the Burdekin river, cross its bed of loose sand, three quarters of a mile broad, and climb up the other bank. Already the Dunlop Rubber Company, who are organising the race, are arranging to have a brushwood track put down across the river bed and horse teams may also be allowed to pull the motorists at this point.

No fewer than one hundred and twenty-seven different makes of cars may compete and the contest promises to be the largest ever seen.



Abundant Power - - - and Long Life

Graham Brothers Trucks everywhere show up best where conditions of road and load are worst.

The world famous Dodge Brothers engine assures abundant power. Matching this dependable engine is a chassis built for many years and miles of hard, gruelling work.

Mass production enables Graham Brothers to put such a wealth of wear-resisting materials into a truck at so low a price—high-grade alloy steel at every point of strain.

Careful buyers everywhere recognize this value.

Graham Brothers Trucks and Commercial Cars meet 91% of all hauling requirements.
1-Ton Chassis G31170, 1 1/2-Ton Chassis G31540
2-Ton Chassis G31785
Delivered.

THE DRAGON MOTOR CAR CO., LTD.
Telephone Central 1246 or 1247.
33, WONG NEI CHUNG ROAD, HAPPY VALLEY.

GRAHAM BROTHERS TRUCKS

BUILT BY TRUCK DIVISION OF DODGE BROTHERS, INC.
SOLD BY DODGE BROTHERS DEALERS EVERYWHERE.

THE MOTOR CYCLE HOUSE

Every discriminating motor cyclist knows that the name

ALEX. ROSS & CO., Ltd.

stands for all that is best in motor cycling!

WHY? — Because—

THEY have the best lines in Hongkong.

THEY guarantee their cycles.

THEY give you three months free service.

THEY give the Purchaser the best deferred terms.

1/4 Down, balance to suit buyer.

Where can you get more for your money?

ANY OF THE FOLLOWING ARE TROUBLE-FREE

A. J. S.
DOUGLAS
INDIAN
TRIUMPH
FRANCIS-BARNETT

Including Accessories

1927 Models waiting for you

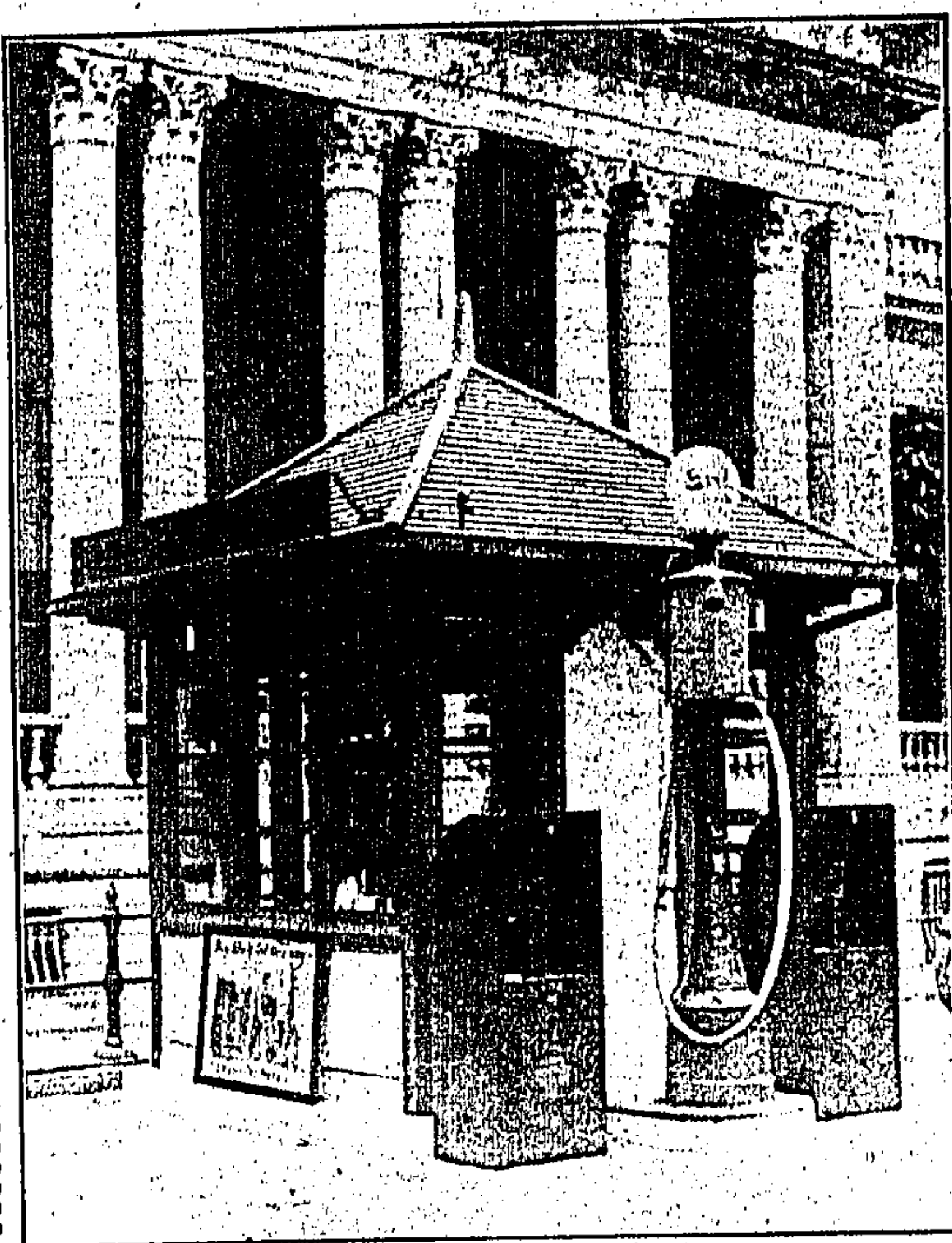
AND DON'T FORGET—

Terms to suit YOU

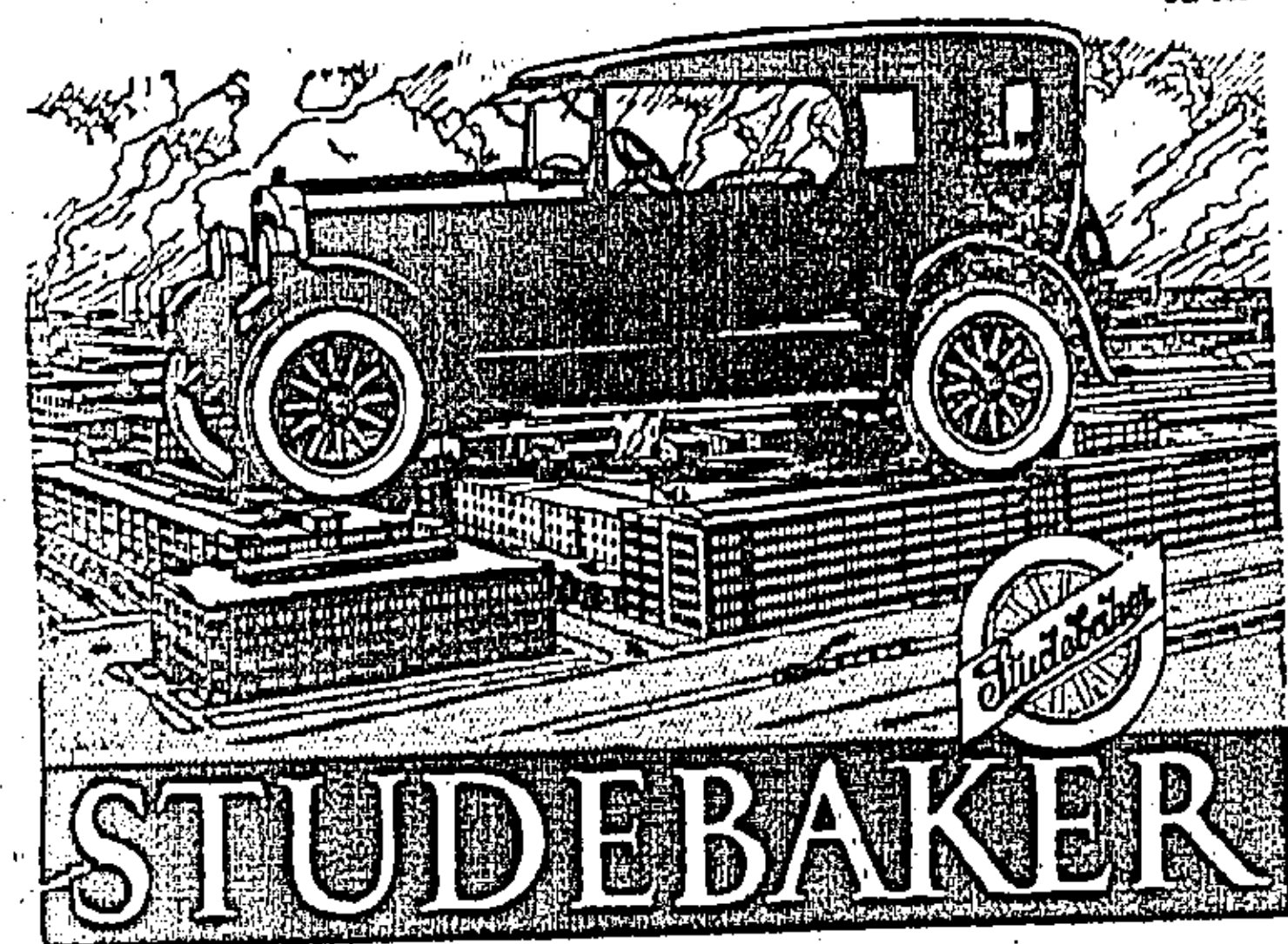
ALEX. ROSS & Co. (China), Ltd.

New Offices, May 1.—Prince's Building.

2 floor,—Ice House St. Entrance.

MOTOR SPIRIT **SHELL** MOTOR OILSCENTRAL FILLING STATION
OUTSIDE CITY HALL, HONGKONG.

The Asiatic Petroleum Co., (South China) Ltd. Hongkong.

1,000 New
STUDEBAKERS
Each Day!CARS OUTCLASS IN POWER
& FLEXIBILITY ALL OTHERS
OF THEIR SIZE AND WEIGHT.

HONG KONG DELIVERED PRICES.

ERSKINE SIX.

16.54 H.P.—107" W.B.

Topper	5 seater	G.\$1,200
Business Coupe	2 seater	1,200
Custom Coupe	4 seater	1,300
Custom Sedan	5 seater	1,300

WITH WIRE WHEELS.

STANDARD SIX.

27.34 H.P.—113" W.B.

Folding Top Phaeton	5 seater	G.\$1,450
Duplex-Roadster	3 seater	1,455
Folding Top Sports-Roadster	3 seater	1,485
Duplex-Phaeton	5 seater	1,490
Folding Top Tourer	7 seater	1,530
Coach (2 Door)	5 seater	1,600
Country Club Coupe	3 seater	1,690
Custom Victoria	4 seater	1,700
Custom Sedan	5 seater	1,710
Custom Berlin	5 seater	1,780

BIG SIX 120" WHEELBASE.

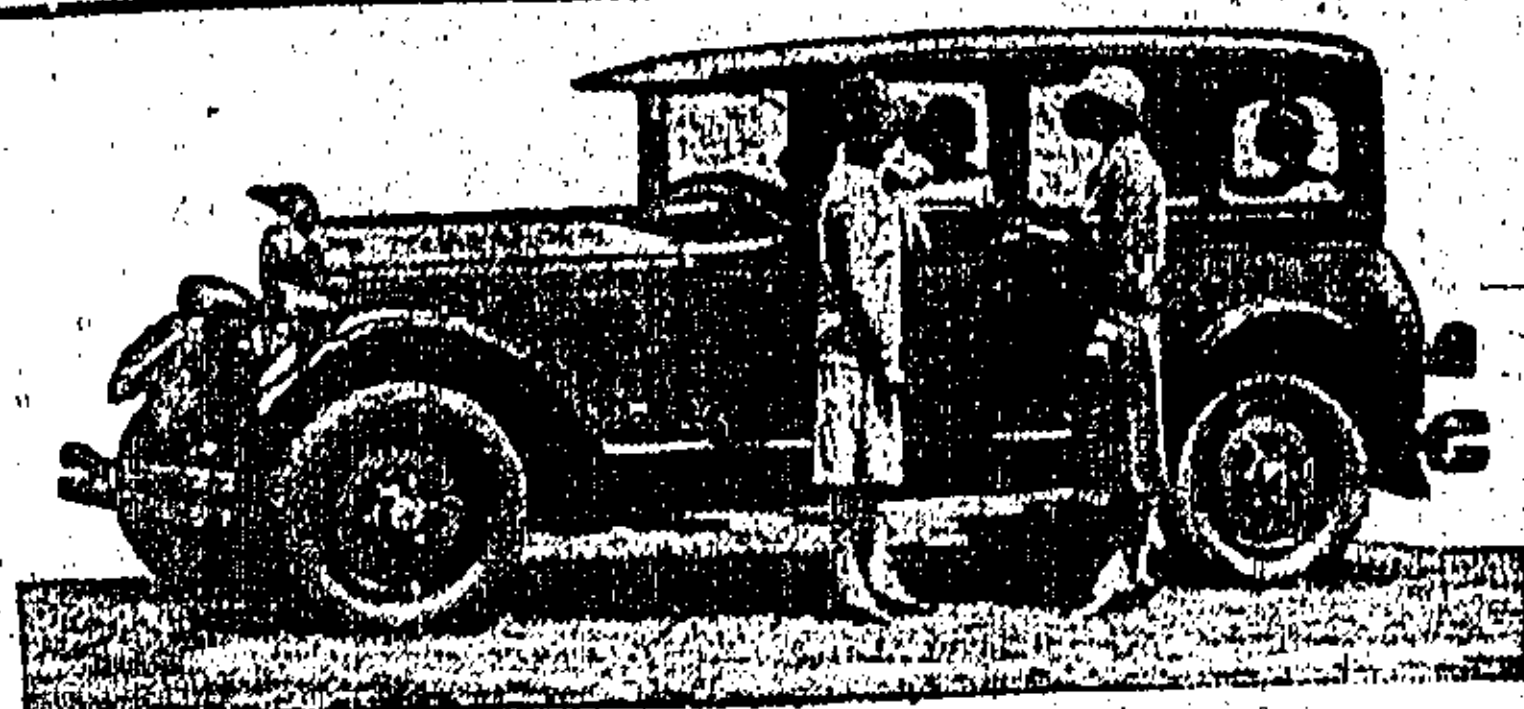
36.04 H.P.—120" W.B.

Duplex-Sports-Phaeton	5 seater	G.\$1,785
Folding Top Sports Roadster	3 seater	1,835
Duplex-Roadster	3 seater	1,870
Club Coupe	5 seater	1,905
Custom Brougham	5 seater	2,030
Custom Victoria Chancellor	4 seater	2,050
Custom Sedan	5 seater	2,065
Fire Chief Duplex-Roadster	3 seater	2,090

BIG SIX 127" WHEELBASE.

36.04 H.P.—127" W.B.

Duplex-Phaeton	7 seater	G.\$2,220
Folding Top Phaeton	7 seater	2,220
"President" Sedan	7 seater	2,675
"President" Berlin	7 seater	2,765
"President" Limousine	7 seater	2,925

All prices include 4 wheel brakes spare wheel,
tire and tube, windshield wiper, hindview mirror
bumpers, spare horn, tools etc., etc.THE HONGKONG HOTEL GARAGE
25, Queen's Road, Central.
(THE HONGKONG & SHANGHAI HOTELS, LTD.)THE STUDEBAKER "COMMANDER"
MODEL.

The Commander, Studebaker's Big Six Brougham, will attain 70 miles per hour and will accelerate from 5 to 40 miles per hour in 18 2/5 seconds.

Engineering refinements incorporated in The Commander—Studebaker's Big Six Brougham, coupled with its recent reduction in price, have made it one of the most outstanding cars produced by an American manufacturer.

The Commander, which is powered with Studebaker's famous Big Six motor, will deliver 70 miles an hour. Combined with this top speed—extraordinary in a close car, is lightning acceleration which will drive The Commander from 5 to 40 miles an hour in 18 2/5 seconds. This extreme flexibility is further indicated by the fact that the car will idle smoothly in high gear and take the throttle for acceleration at a speed of three miles an hour.

Finely balanced chassis design with even distribution of weight on all four wheels makes for a high degree of roadability that permits full use of The Commander's tremendous power, and promotes riding comfort and safety at all speeds. The Commander shows no tendency toward side sway on turns even at high speed, and hugs the road smoothly no matter what the surface may be. Added to the car's roadability is the safety of

four-wheel mechanical brakes and a full-vision welded steel body and the comfort provided by snubbers and full size balloon tyres.

The custom quality of The Commander has in no way been affected by the recent price reduction, which makes it the lowest priced four-door enclosed car ever offered on a Big Six chassis. Deep cushioned seats with more than ample room for five are upholstered in fine mohair with broad lace trim. Butler silver hardware, wide plate glass windows, silken curtains at side and back and dome light reflect the luxury of the roomy interior. Its one-piece, no-draft ventilating windshield is an exclusive Studebaker feature.

The same artistic instrument board arrangement found in other Studebaker cars will be found in The Commander. An oval dial includes engine thermometer, hydrostatic gasoline gauge, speedometer, ammeter and oil pressure gauge. Coincidental lock and two-beam acorn headlights, controlled from the steering wheel; rear traffic signal light; disc wheels, alumite chassis lubrication and front and rear bumpers are included in the items of standard equipment.

REFLECTORS FOR
CYCLES.Girls' Flesh-Tinted
Stockings Useful.

The Road Transport Bill provides that in general vehicles shall be required to carry a minimum of two lights in front and one light to the rear. Certain exceptions are provided for in cases where the proposals would be unnecessary or on vehicles for harvesting purposes. In the case of bicycles there is an option of carrying either a red rear lamp or an efficient red reflector.

Under old statutes, said Mr. Lougher, Local Authorities throughout the country had made by-laws and regulations which were most confusing and irritating, and a source of worry and expense to the users of the roads. The law as regarded lighting was in a state of absolute confusion.

The Bill had adopted many of the suitable clauses which appeared in the old Acts, and particularly the recommendations of Sir Henry Maybury's Committee. Clause 1 was the dominating clause, because it provided that every vehicle on any road should, during the hours of darkness, carry two lights, each showing to the front a white light, and one lamp show to the rear a red light.

Dazzle Lights.

Referring to a clause which empowers the Minister to make regulations concerning the use of lamps on vehicles, Mr. Lougher said no satisfactory device suitable for general adoption and on which the Minister could make a general order had been found to deal with dazzle lights.

Once the Bill became law every manufacturer of cycles would fit a red reflector to each cycle that he turned out.

This was a measure which was long overdue, and if passed into law would be welcomed not only by users of public highways, but by every citizen who desired to give effect to that very excellent motto, "safety first."

Sir Park Goff, seconding, said he supported the Bill in the interests of the travelling public. Side cars and pillions were the most dangerous, and accounted for most of the fatal accidents. Those who used them were mostly boys and girls who were quite ignorant and unconscious of the danger they ran.

"Tail" Lights.

What was wanted was some uniform system for the whole country so that people would know exactly where they were. Some people suggested that cattle and sheep should have red lights on their tails but cattle and sheep did not travel by night. (Labour members—"But they do.")

Colonel Wedgwood, who had an amendment on the order paper rejecting the Bill, said the measure handed over the entire question of

the lighting of vehicles to the Minister of Transport. They were going back to the D.O.R.A. conditions and giving the Minister of Transport complete control. The effect of the Bill would be noticed principally by cyclists. The provisions relating to cycles ought to be vigorously opposed by every cyclist in the country.

He thought the measure, instead of benefiting bicyclists, would, in fact, injure them, because it would enable motorists to travel with greater speed.

Beneficial Fashions.

Colonel Herlick said road users owed a great debt of gratitude to the arbiters of ladies' fashions for the short skirt and the flesh-tinted stockings. The motorists could always see the girl with the flesh-tinted stockings who cycled along the roads. (Laughter.) It was the man cycling along in black coat and trousers whom they could not see.

Commander Kenworthy thereupon jocularly suggested white or flesh-coloured trousers for men.

He urged it should be made compulsory for dazzling head lights to be dimmed or dipped while meeting other traffic.

There ought to be certain special tracts of road for motor traffic with no speed limit either by night or day. At the side of these special tracks there ought to be a side road for cyclists, and outside that a path for pedestrians.

Mr. R. C. Morrison said he feared pedestrians might diminish as motor cars increased speed.

He suggested that what was wanted was a clause compelling pedestrians to be illuminated at night, and to carry large dinner bells across the road to warn motorists that there were pedestrians about. (Laughter.)

Not Unreasonable.

Col. Ashley, replying to points raised in the debate, said the chief proposal that stood out in the Bill was the power which it sought to impose either a red lamp or an efficient red reflector on the pedal cycle.

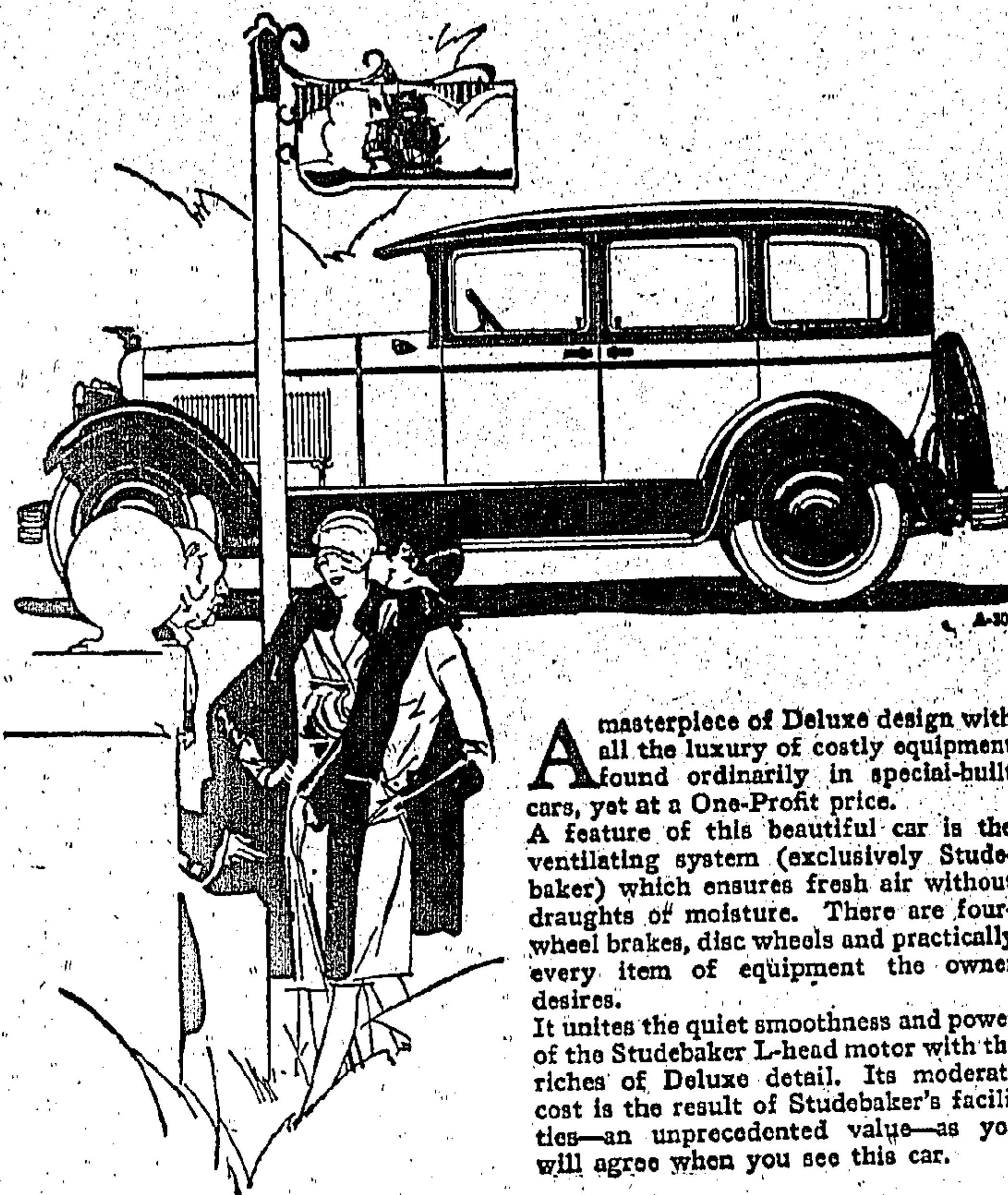
Surely that was not an unreasonable provision. It could not possibly entail an expense of more than two shillings at the most, and the reflector would probably be efficient for ten years. Could it be suggested that this was an undue amount to place on anybody? The provision would undoubtedly help the cyclist from the point of view of safety, and would help the drivers of all mechanically-propelled vehicles on the road.

Colonel Ashley mentioned that the Postmaster-General had informed him that he had issued orders that all push-bicycles used by the Post Office were to have reflectors placed on them to the number of 20,000.

He suggested the House should give the Bill a second reading, and send it to Committee for detailed consideration.

The second reading of the Bill was agreed to without a division.

—Ez.



A masterpiece of Deluxe design with all the luxury of costly equipment found ordinarily in special-built cars, yet at a One-Price price.

A feature of this beautiful car is the ventilating system (exclusively Studebaker) which ensures fresh air without draughts of moisture. There are four-wheel brakes, disc wheels and practically every item of equipment the owner desires.

It unites the quiet smoothness and power of the Studebaker L-head motor with the richness of Deluxe detail. Its moderate cost is the result of Studebaker's facilities—an unprecedented value—as you will agree when you see this car.

HONGKONG HOTEL GARAGE

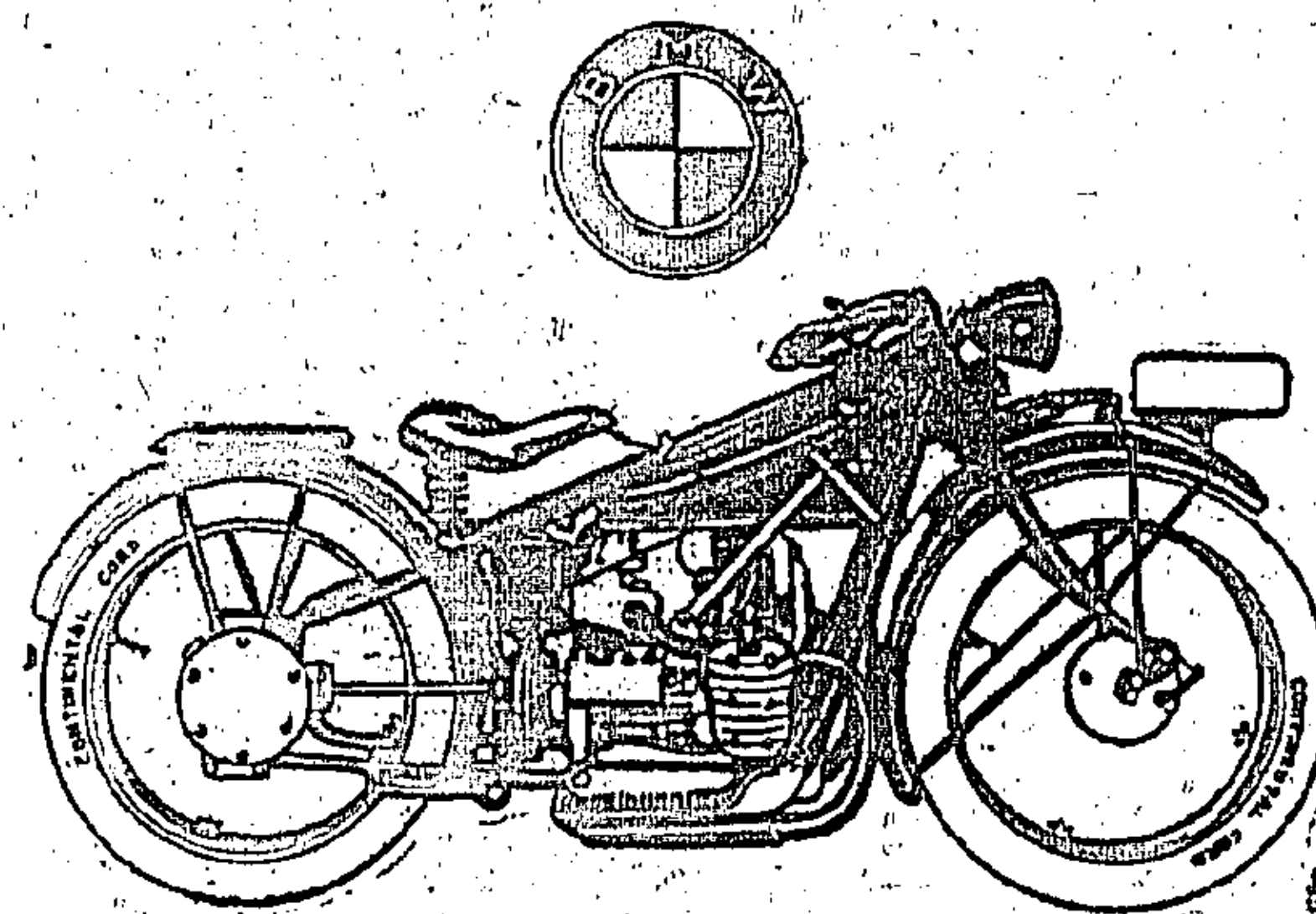
25, Queen's Road Central

STUDEBAKER

BUILDERS OF QUALITY

VEHICLES FOR 75 YEARS

THE B.M.W. TOURING MOTOR CYCLE



12 B.H.P. MODEL R42 500 C.C.

The new B.M.W. Touring Model represents the latest and most progressive form of engineering development applied to motor cycles.

In designing the R42 model, it has been the maker's endeavour to procure with all possible expediency, every step of technical progress and every item of riding experience for the benefit of a wide circle of clients. The outcome of this endeavour has been to produce—

The most modern Touring Motor Cycle of the highest quality ever put on the market.

A FEW NOTABLE FEATURES

Engine entirely water and dust proof.
Double Frame throughout.
Increase of engine power to 12 brake horse power.
Rims suitable for normal or balloon tyres.
All gearing effectively enclosed in oil-tight casings.
The universally recognised advantages of shaft-drive.
Bosch head and rear lights—Speedometer—Horn.
All spare parts in stock in Hongkong.

May we give you further details of this super-motor cycle?

If you are interested in the most luxurious two-wheeled machine in the world, please call or write for full specifications and particulars.

PRICE H.K. \$880.00Sole Agents:—CHIEH HSIN ENGINEERING CO.
First Floor, Asiatic Building.

TRAFFIC IS SPEEDED.

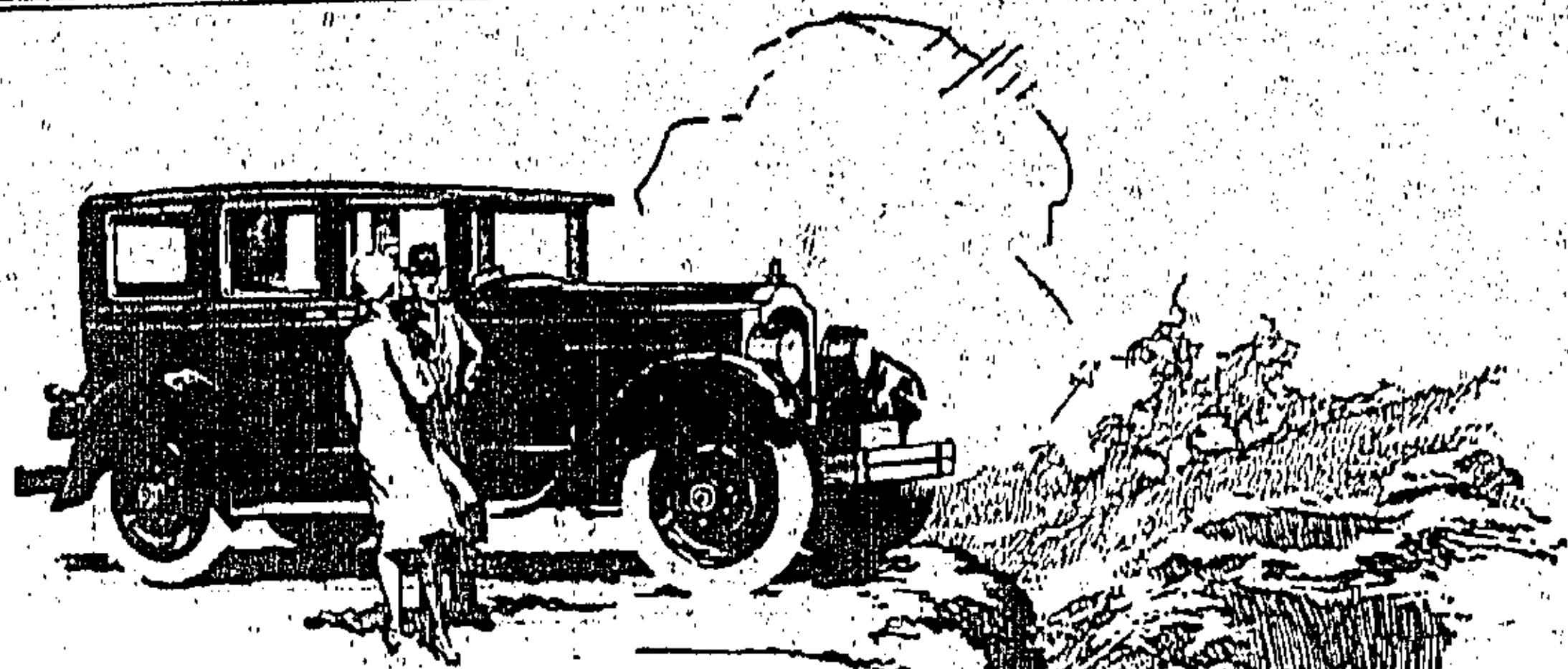
The progressive system of traffic control by stop and go lights, instead of the synchronized method, has speeded up Chicago traffic 30 per cent and has reduced accidents 23 per cent.

SPEED LIMIT GOES UP.

The states of Washington and Indiana have raised the legal maximum speed limit to 40 miles an hour. This applies to the state highways outside city limits.

DIESELS TO RACE.

Diesel, or crude oil burning, engines will finally participate in auto racing. T. E. Myers, secretary of the Indianapolis Speedway, announces rules are being drawn for such a contest in 1928.



PACKARD

PACKARD cars have always appealed to the fortunate classes—to those who know and who love good things.

That Packard sales, in 1926, substantially exceeded in number those of any other car in the world of equal or higher price is, therefore, not surprising.

Clearly, Packard has retained first place in the affections of those best fitted to judge quality—diplomats, bankers, business leaders—connoisseurs able to appreciate surpassing merit.

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.

33, Wong Nei Chung Road..... Happy Valley.

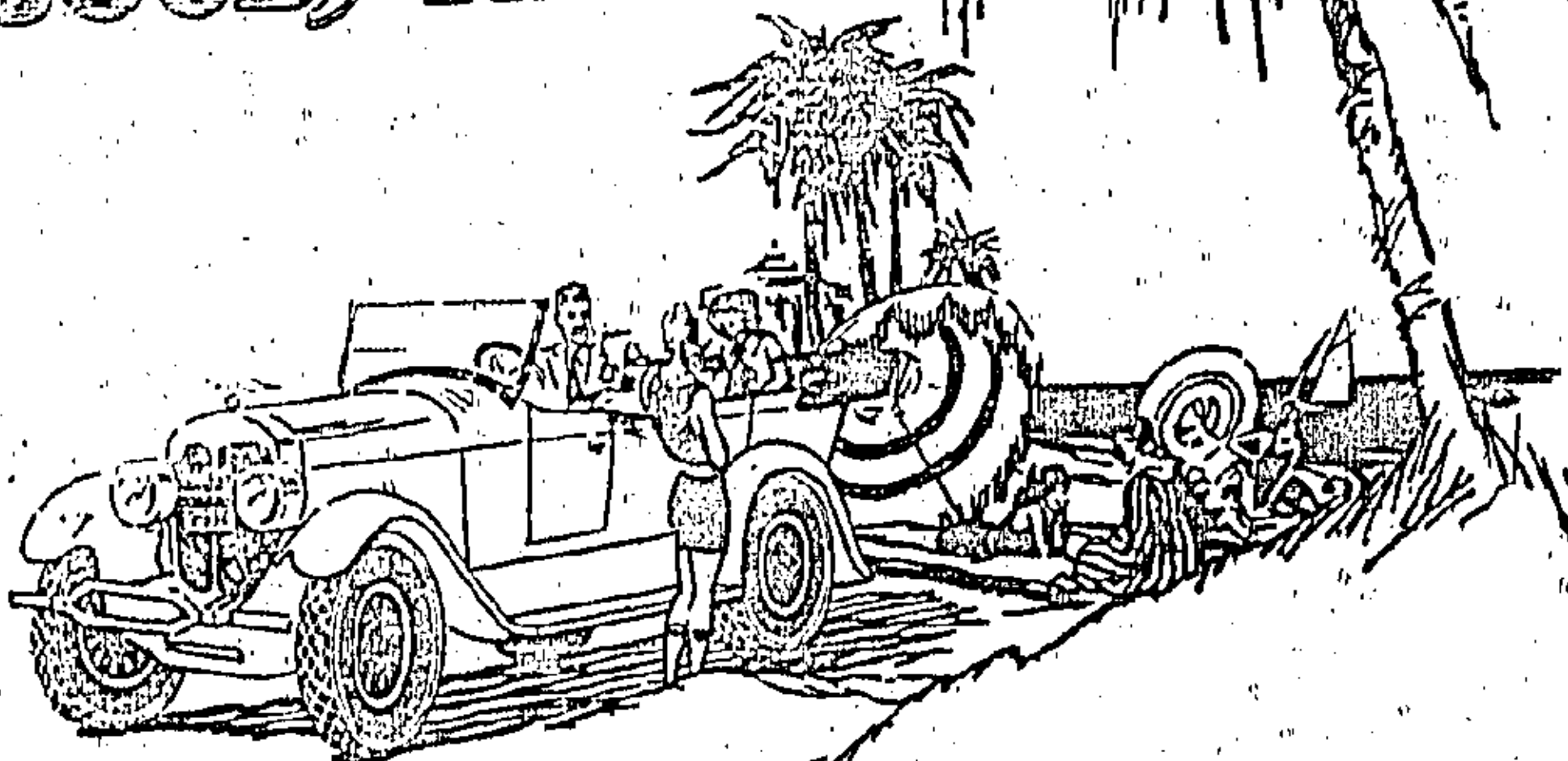
Katoomba Falls, Australia.
Packard quality is known wherever motor cars are driven.

QUALITY BUILDERS FOR A QUARTER CENTURY

To-day, Goodyear "Supertwist" Balloon Tyres illustrate the belief of Goodyear—that by the steady improvement of its product it is maintaining the highest level of quality.



GOODYEAR



DISTRIBUTORS

ALEX. ROSS & Co. (China), Ltd.

BANK OF CHINA BUILDING, HONGKONG.

CORRESPONDENCE.

Kowloon Suggestions.

[To the Editor, Hongkong Telegraph.]

Sir,—Permit me as an owner driver for many years in England, Malaya and this Colony to make a few remarks on "Motoring Matters" in your valued paper with a view to better and safer driving in this Colony.

All the Ford buses in Kowloon are fitted with left hand steering, and if the driver of such a bus were to signal to following traffic when overtaking another vehicle, the driver of the following vehicle could not possibly see the signal. Recently a motor cyclist met with a nasty accident due to the fact that he was following behind a bus which suddenly swerved to the right to overtake another, and the result was the motor cyclist banged into the bus. Of course it was no fault of the cyclist. Personally I was saved from several accidents in that manner because I had efficient brakes on my car. I think the traffic authorities should compel all motor vehicles with left hand steering to fit some sort of a "Warning Signal." At the moment there are several good and reliable "Warning Signals" manufactured in England.

Buses along Nathan Road in Kowloon do not stop as near to the off side as possible, and I have many times seen them stop several feet away from the off side thus blocking the way of the following traffic. This practice is not allowed in England, and the sooner the police stop the buses from stopping in that manner the better for all concerned.

Children in Kowloon seem to be fond of playing football on the road and often they run across the road chasing after balls without looking around to see whether any traffic is coming along or not, and this is done so suddenly that a motorist meeting with such a situation will have little time to apply his brakes in order to avoid running over the child. Perhaps at some future date the Government will think of providing suitable playgrounds for poor children, but in the meantime what shall we do to make motoring safer in this colony and also to make playing for the poor children safer?

I shall be much obliged if someone will tell me what is the proper motoring signals used in Hong Kong and Kowloon. The present system seems to be all wrong, for instead of signalling to the traffic behind of your intentions one is supposed to give his signal to the traffic police in front of you. Cannot we adopt the system as used in England? We heard of the traffic rules to be circulated to every licensed driver, but where are they?

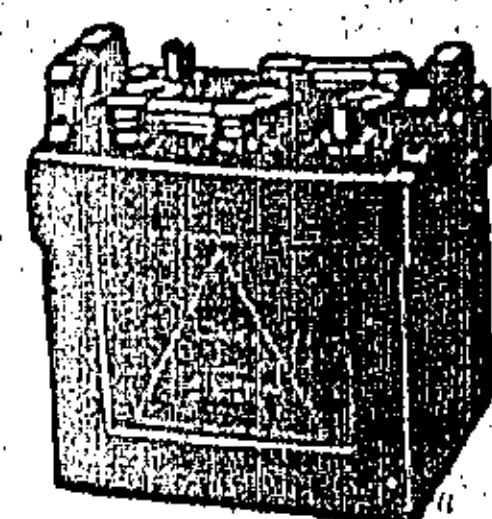
Those of us who drive a good deal in Hongkong and Kowloon experience a very serious habit of the Chinese pedestrians walking right in the middle of the road without paying any attention to the blowing of horns. In cases of accidents the motorist seems to get more blame than the pedestrian, and I think it will be for the good of all concerned if a sort of a "Safety First" campaign were to be started by the Automobile Association with the help of the police.

The matter of headlight dimming when passing another vehicle at night has long been condemned in England and other European countries. In Singapore no motor car will be passed for registration by the police unless some sort of anti-dazzle device is fitted to the headlights, failing which frosted glass will be accepted. Cannot we follow Singapore's example, and be more up-to-date in matters motoring in this Colony.

Until the above mentioned dangers are removed motoring in this colony will always be a dangerous thing to indulge in.

Thanking you for your valuable space.—Yours, etc.,

OWNER DRIVER.



Their rugged endurance and exceptional power fit them for the hardest service.

The Dragon Motor Car Co., Ltd.

Phone C. 1246 or 1247.
33, Wong Nei Chung Road
Happy Valley.

Columbia
Storage Batteries

TRAFFIC LAWS.

Uniformity Sought in U.S.A.

Washington, April 23.—North Carolina and North Dakota have started the ball rolling along the lines of a uniform traffic code for the United States.

Both states have passed laws that set down principles established at national traffic conferences.

They concern registration of titles to cars, weight supervision of trucks, and restrictions as to lights, tyres, brakes, horns, mirrors and mufflers and new rules on driving.

TURN-TABLE GARAGE.

A method of packing garages "to the hilt," is suggested by a turn-table arrangement in the centre, which would park cars in a circular arrangement and could itself be packed full with the exception of one space for car movements. The idea is that of a Niagara Falls firm.

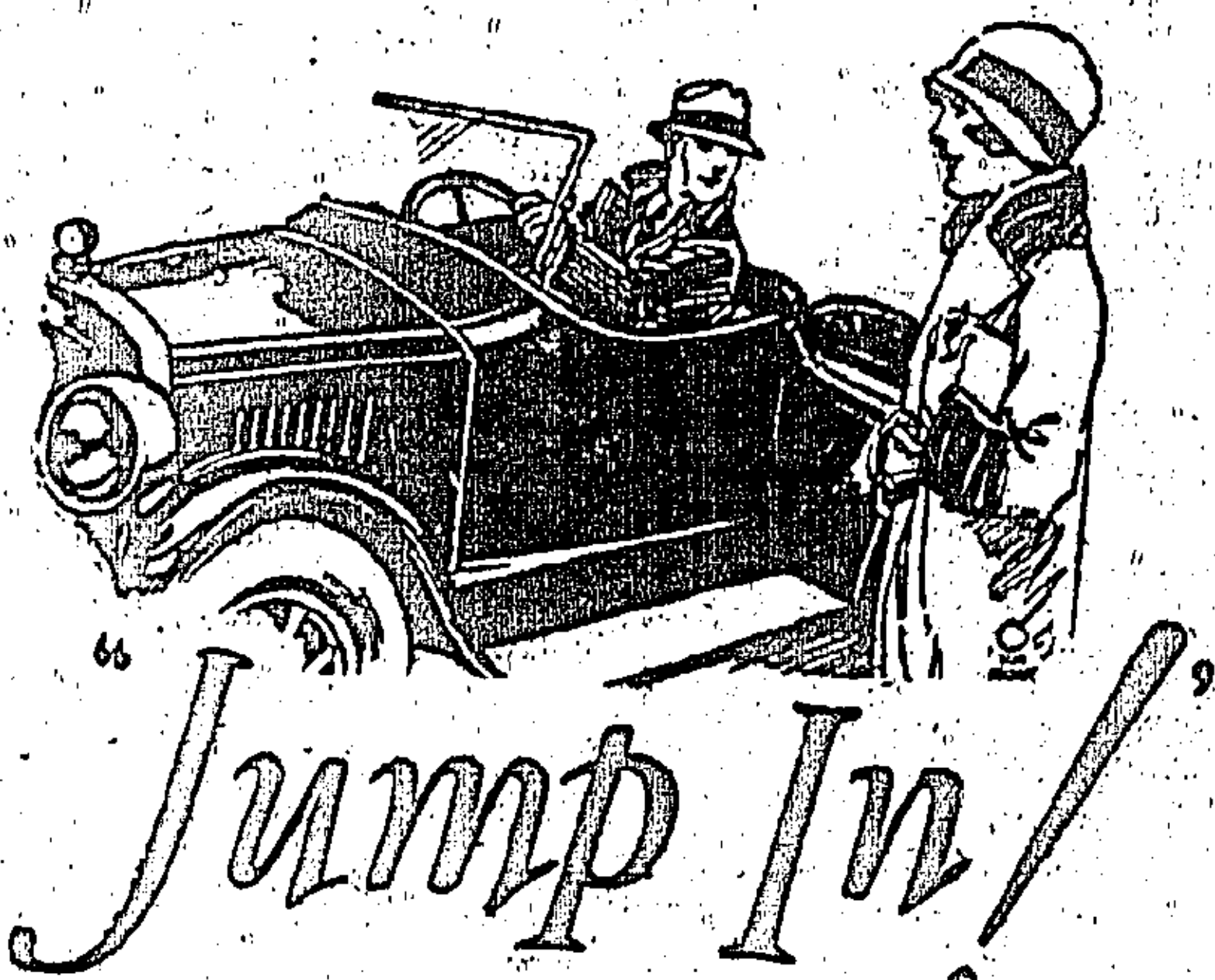
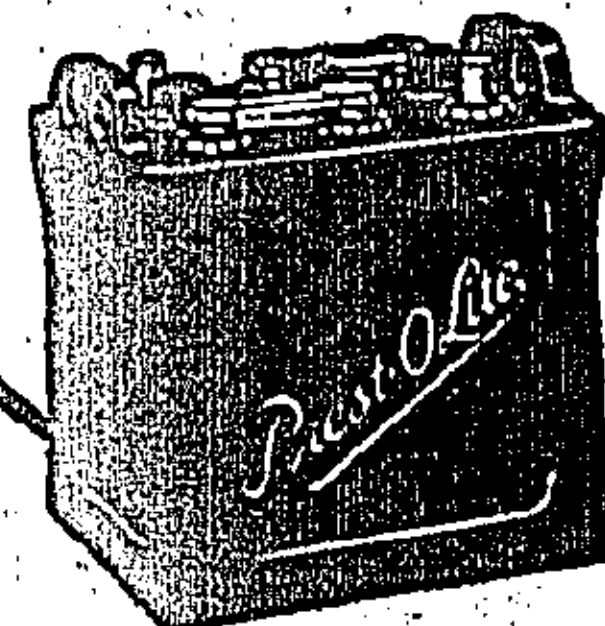
SYNTHETIC GAS.

A large firm has been organized in Paris for the production of synthetic gasoline from coal, lignite and their derivatives.

Prest-O-Lite STORAGE BATTERY

EVERY Prest-O-Lite Battery is backed by the Prest-O-Lite Co. and ourselves, to insure your obtaining the very best results and the longest possible service. Ask to see the full sized Prest-O-Lite replacement battery for your car. You will be surprised at its moderate price.

Hongkong Hotel
Garage



There is nothing more exhilarating after the heat of the day, than a spin round the Island --- or over in the New Territories in the ---

BEAN SHORT
FOURTEEN

The car which gives maximum comfort and service at minimum expense.

Investigate the Bean

It will be well worth your while?

DEMONSTRATIONS GLADLY GIVEN

by

Lane, Crawford, Ltd.

SOLE AGENTS.

ADVERTISERS

IN THIS

MOTORING

SUPPLEMENT

ARE REQUESTED

TO SEND

CHANGE OF "COPY"

NOT LATER

THAN WEDNESDAY

OF EACH WEEK.

For Rates and

Suggestions

apply to—

The Manager

"The Hongkong Telegraph"

Tel. C. No. 1.

JOIN



THE HONGKONG AUTOMOBILE
ASSOCIATION

A Few Advantages:—

10% Off Motor Car Insurance

Free Legal Advice

Reliable Drivers Supplied

Free Mechanical Advice

Associate Membership of the

R. A. C. and A. A. London.

All Communications for

Membership etc. to

REV. G. E. S. UPSDELL

Hon. Secretary.

P. O. Box 116.



TEXACO
GASOLINE
THE VOLATILE GAS

DISTINCTIVE
UNIFORM
QUALITY

The Very Idea!

It was getting on towards the end of the term, and the class master was impressing on his boys the necessity for extra work to prepare for the final examination.

"The examination papers are now at the printer's," he said. "Has anyone a question to ask?" Silence. Suddenly a voice from back row inquired—"Who's the printer?"

He turned the old pump handle round, and made it squeak and sigh. And then he found that he was not alone in being dry.

Willenden magistrate: Where can the summons be served on your husband? Wife: Well, I don't know where he lives now, but he has a monomark.

Staffordshire woman of her husband: He is sixty-two, but I have found that he is flirting with another woman. He is worse than one of them shrieks in the desert.

Cook applying for a summons at Willenden: Mistress was splendid and quite friendly, but master took a dislike to me and prodded me with a toasting fork.

Midland woman: I was fighting with a lady who is a great friend of mine.

Chairman at Kingston: How are you living? Rate defaulter: Unfortunately, on my friends.

Naval man summoned at Kingston for alleged assault: I only wanted to strafe him.

Recently a Rumanian girl, Irma Mikaly, who claimed compensation for the loss of both legs in a railway accident near Orad in 1923, was awarded about 22,000 by the courts.

But the direction of railways in Rumania is in the hands of the State, and there was no hurry to pay. The girl's lawyers, therefore, accompanied by police and a bailiff, went to the booking office at Orad Station armed with the last judgment of the Court of Appeal and invited the booking clerk to pay on the spot.

He refused, locked the safe, and indignantly left the office with the keys in his pocket. Thereupon the lawyers sent for a locksmith and ordered him to break open the safe. It was a difficult task that lasted until late at night, but at its end the bailiff secured much more than the amount of the judgment.

Next morning the girl was handed her rightful share, and the rest of the money was deposited at the local Treasury.

The lawyers state that their violent method of securing their client's money is in full accord with local laws.

When a very old man in an out-of-the-way village saw his "first motor-car" dashing up the street, he said, "The horses must 'a' bin goin' a good speed when they got loose from that carriage."

Most of our ill-health is caused by our folly.—Mr. J. Ellis Barker. I know what poverty is as well as anybody.—The Archbishop of Wales.

BOATSWAIN KILLED ON A.P.C. STEAMER.

FATAL RESULT OF QUARREL BETWEEN RUSSIANS.

Constantine Voizehovitch appeared at the Provisional Court at Shanghai on Saturday morning last, before Judge Zin, charged with having killed his superior, Philipovitch, a boatswain on board the A. P. C. str. Chin Kwang, on Friday afternoon at 2.45 o'clock. Accused was unrepresented.

De-Sgt. White, who was in charge of the case, told the Court that, from his inquiries, it appeared that deceased had instructed accused to assist him in certain work aboard ship. The latter refused. Both got into an argument, and, according to witness, accused pushed deceased, whereupon the other slapped him. The affair became a fight. It is then alleged that accused rushed to his cabin, that he secured a knife and returned to stab the boatswain. Death was almost instantaneous.

Mr. Moore, chief engineer, said that he was not present at the beginning of the brawl, nor had he seen the actual murder, but he did see accused draw knife from the other's body. Voizehovitch pleaded guilty to the charge, but said that he was at variance with some of the evidence as stated. The Court will appoint counsel and accused will appear again later.

One of the most unusual businesses in the world, that of selling the correct time to watchmakers, still is carried on in London by the daughter of the man who founded it in 1831. At that time, the Royal Astronomer suggested to a friend that people who needed the exact time ought to be willing to pay for it. The friend followed the suggestion and soon had all the London watchmakers as customers. At his death, his wife took over the business, and now the daughter makes £500 a year by setting her watch at Greenwich Observatory and then visiting her 50 clients once a week.

Food occupies too large a part in the majority of people's lives—Sylvia Thorndike.

The building of houses for sale is no palliative for the housing situation—Mr. P. A. Broad, M. P.

If there had been no bad employers there would have been no trade unions.—Judge Drysdale Woodcock, K.C.

Officials of the Royal Society for the Prevention of Cruelty to Animals sometimes receive odd requests. Recently the wife of a gentleman of sporting proclivities wrote to ask if something could not be done to prevent the "scratching of horses."

She was sure it must be very painful, "because my husband," wrote she, "is often quite upset—I have heard him groan in his sleep about horses being scratched."

"Last night, at two o'clock in the morning," said the Irishman, "when I was walkin' up and down the flure, wid me bare feet on the oileath, wid a cryin' child on nigh arm, I couldn't help but remember that my father wanted me to be a priest, but I thought I knew better than he did."

FREEDOM FOR PRISONERS?

RESULT OF CANADIAN DECISION.

Following the release of a Chinese on a decision of Quebec's Highest Court that no trial can be commenced before one judge and continued before another, there is considerable speculation in Quebec prisons over the possibility of a wholesale release of prisoners.

Under the Canadian system accused persons are arraigned before any convenient Magistrate and remanded for eight days.

Almost invariably, the hearing of the remand occurs before another judge.

This is now held to be illegal, and thousands of convictions throughout the province of Quebec alone are affected.

In the case of Yip Tan, the released Chinese, Mr. Justice Bruneau stated definitely that all such convictions are null, and it would appear that a wholesale delivery of prisoners might follow this pronouncement.

Italian bandits and Chinese dope fiends, on being told that legal technicalities might effect their immediate release, threw down their tools and besieged the warders asking for news.

The President of the Court of King's Bench, Mr. Justice Wilson, declares that he considers Mr. Justice Bruneau's argument irrefutable, and he deplored the consequent release of so many criminals.

Dozens of relatives of prisoners are besieging the office of Mr. Tanner, M.A., K.C., who secured the release of Yip Tan, and extra help has been employed to cover the habeas corpus proceedings.

SAME HANDWRITING. SIGNATURES TO PETITIONS NOT COUNTED.

Interesting disclosures of a number of signatures to public petitions bearing the same handwriting are made in the first report of the Select Committee which was recently appointed at Home to examine these documents.

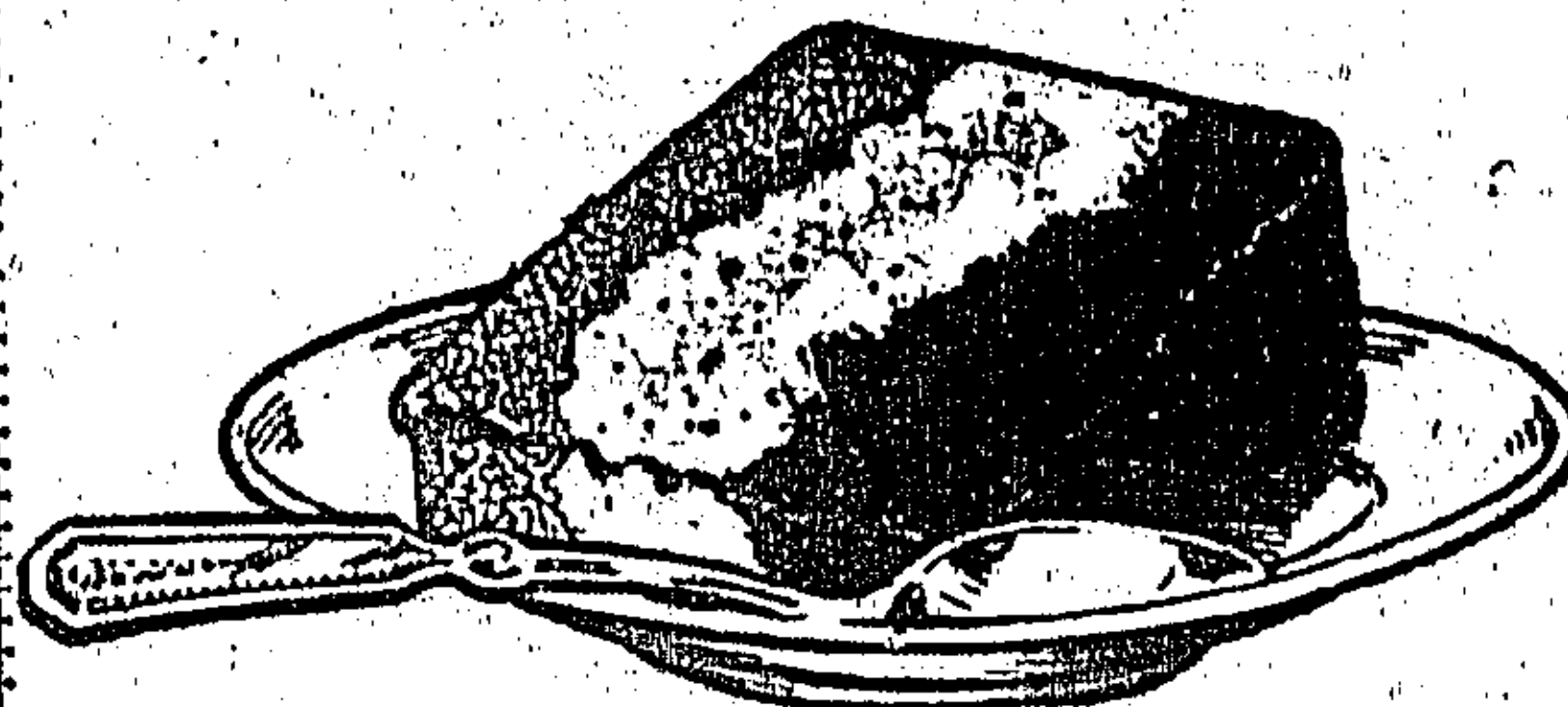
One petition, signed by inhabitants of London and other places, and presented by Rear-Admiral Beumish, M.P., prays the House that a full impartial and public inquiry be made into financial principles and policy, and their effect upon prices, taxation, and unemployment. The total number of signatures appended was 27,911.

But the Committee state that they have not reported to the House this total number, as they are of opinion that some of the signatures are in the same handwriting, which is contrary to the rules of the House. The signatures in question, therefore, were not counted.

A similar thing was found when the Committee examined a petition bearing 37,593 signatures, "Praying the House that the community of Spiritualists may be accorded that recognition which other religious bodies, sects, and denominations obtain."

In the case of another petition, presented by Commander Kenworthy, asking that vivisection might be prohibited by law, only 33 signatures of the 15,236 names of persons accompanying the petition, were accepted. This was because the remaining 15,203 signatures were written on sheets of paper not headed by the prayer of the petition.

Dairy Farm ICE CREAM



The Richest, Purest and Best Obtainable.

Can we deliver it?
Yes—Certainly!

Right to your doorstep
in our new patent

FREEZARD CONTAINERS

in pint and quart bricks.

ALL POPULAR FLAVOURS

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

A CAVITE PLOT.

U. S. ADMIRAL TELLS FULL STORY.

"EMPLOYEES ARE LOYAL."

Cavite, May 29.

Admiral Sumner E. W. Kittelle, commander of the naval forces in the Philippine Islands, confirmed to-day the Associated Press reports that certain radicals had proposed and discussed a plot to destroy the Cavite arsenal and otherwise obstruct military government activities. He declared that there was small possibility of such designs succeeding for several reasons.

The Admiral frankly discussed the situation, believing that the best interests of all are to be served by truthful publicity. He also stated that he had no desire to be sensational but that naval authorities are aware that certain emissaries of the Soviet government came to the Philippines from China with the object of spreading their doctrine among the Filipinos. This he said, was for the purpose of weakening the sovereignty of the United States in these islands, particularly insofar as it would aid the Soviet cause.

Hand of Soviet.

Admiral Kittelle referred to certain documents found in the Soviet embassy at Peking saying "you would be astonished over some of those disclosures." He did not reveal their nature as he said he was not in a position to do so, but intimated that some of them bore important relations to the situation in the Philippines.

Watching the Radicals.

Referring to the situation at the navy yard, the Admiral said that about 2,600 Filipinos are employed at Cavite by the navy in civilian capacities. Certain employees have kept the Admiral informed as to the doings of the Legionarios, who are unquestionably radical.

Emissaries from China visited Legionarios who, at one meeting, proposed the arsenal activities. Admiral Kittelle notified all members of the Legionarios in the navy's employ that they must leave the government service or quit the Legionarios. He said that every member resigned his membership in the Legionarios and gave personal pledge of loyalty to the American government, hence none of these had anything to do with the destructive designs.

Admiral Kittelle told the Filipinos at the yards that no opposition to the government or to the governor general would be tolerated, and that no politicians would be allowed to dictate to the men.

"If you boys desire some Filipino leader," the Admiral said, "why not follow Aguinaldo. He is a good Filipino, an excellent citizen and loyal to the American flag."

The Admiral further stated that certain Legionarios had sent word that if any Filipinos were discharged because of allegiance to the Legionarios, Aguinaldo would be kidnapped. This created quite a stir at the time, but

HOW MUCH DO YOU KNOW?

TO-DAY'S QUESTIONS.

The following general knowledge paper has been taken from the *Daily Express*.

Answers, for those who need them, will be found on Page 18 of this issue.

- 1.—Who invented suspension bridges?
- 2.—What is the origin of the street named Piccadilly?
- 3.—Where was the first museum?
- 4.—Who introduced the waltz to England, and when?
- 5.—When were lords-lieutenant of counties instituted?
- 6.—Who was granted the first life-bomb patent?
- 7.—When was the term "Great Britain" first used?
- 8.—What is the origin of the word "calico"?
- 9.—Which is the oldest English golf club?
- 10.—Who is the "Father of History"?
- 11.—What was the Council of the North?
- 12.—Who originated the phrase, "Damn with faint praise"?
- 13.—Who invented British naval uniforms?
- 14.—Which is the oldest Oxford college?
- 15.—What was the Saxon shore?

POET'S CORNER.

STORY WITH A MORAL.

The only hat that suited him—(Or so he fancied)—had a brim Of quite enormous size. The crown Was lofty, and a dirty brown. He held an unimportant post At the Home Office, but his boss Was, "One day I shall get promotion!"

A rather optimistic notion, And one his chief would never share. Daily he toiled on humbly there, Until—ah, cruel, hapless day! He heard a secretary say, "Promote a man with such a hat! Good Lord! We really can't do that!"

Then in despair he cut his throat, Leaving a tawful little note, Saying, "Here lies a man whose brim

Was his undoing; pity him." And Smith, who wears a beastly bowler, Has risen to be Birth Controller.

Kittelle said, of course, it made no difference in his attitude toward the Legionarios. Aguinaldo was still safe. Filipinos were closely watched and added that there was no chance of them destroying the arsenal or other government property because of the location of much of the munitions material being held secret, and also because the government is prepared for any such moves.

"I want to say that the Filipinos working for the government are most loyal, kindly and industrious," the Admiral stated, "and there is little chance of any of them attempting disloyal acts."

Efforts made yesterday to obtain certain statements from Legionarios were unavailing as their members either declined to talk or said they were no longer connected with the organization. It was learned, however, that there are a vast number of Chinese nationalists who are members of the order.—*Manila Bulletin*.



RAINCOATS THAT ARE GUARANTEED

No waterproof has proved so successful as the

RAINGUARD

at \$13.50 each.

It is extremely light in weight and easily carried when not in use.

NEW STOCKS just received in

Gaberdine Raincoats (Blue or Drab) at.....	\$42.50
Nicoll's Shot Silk and Cotton-Light-weight	58.50
Black Rubber Coats	15.00
Reversible Waterproofs	13.50

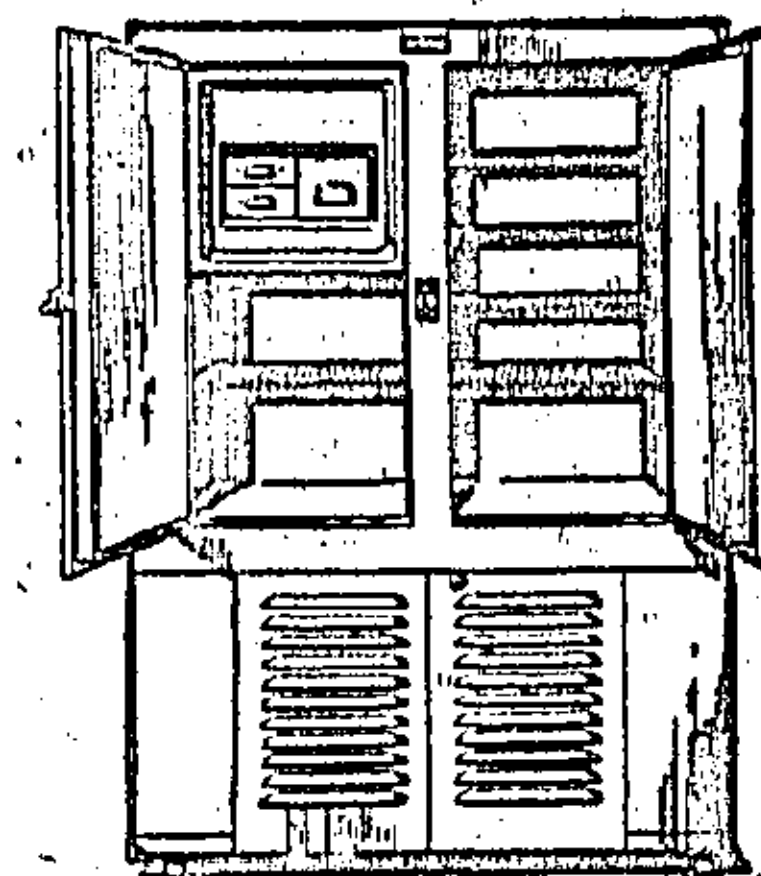
Call and let us show you a selection, without obligation or your part to purchase.

Wm. POWELL Ltd.

Gentlemen's Tailors and Outfitters.

—12, Des Vaux Road—

Frigidaire



A SMALL FIRST PAYMENT PUTS ONE IN YOUR HOME.

Sole distributors—Hongkong and South China

THE UNION TRADING CO., LTD.

Telephone C. 587.

Prince's Building.

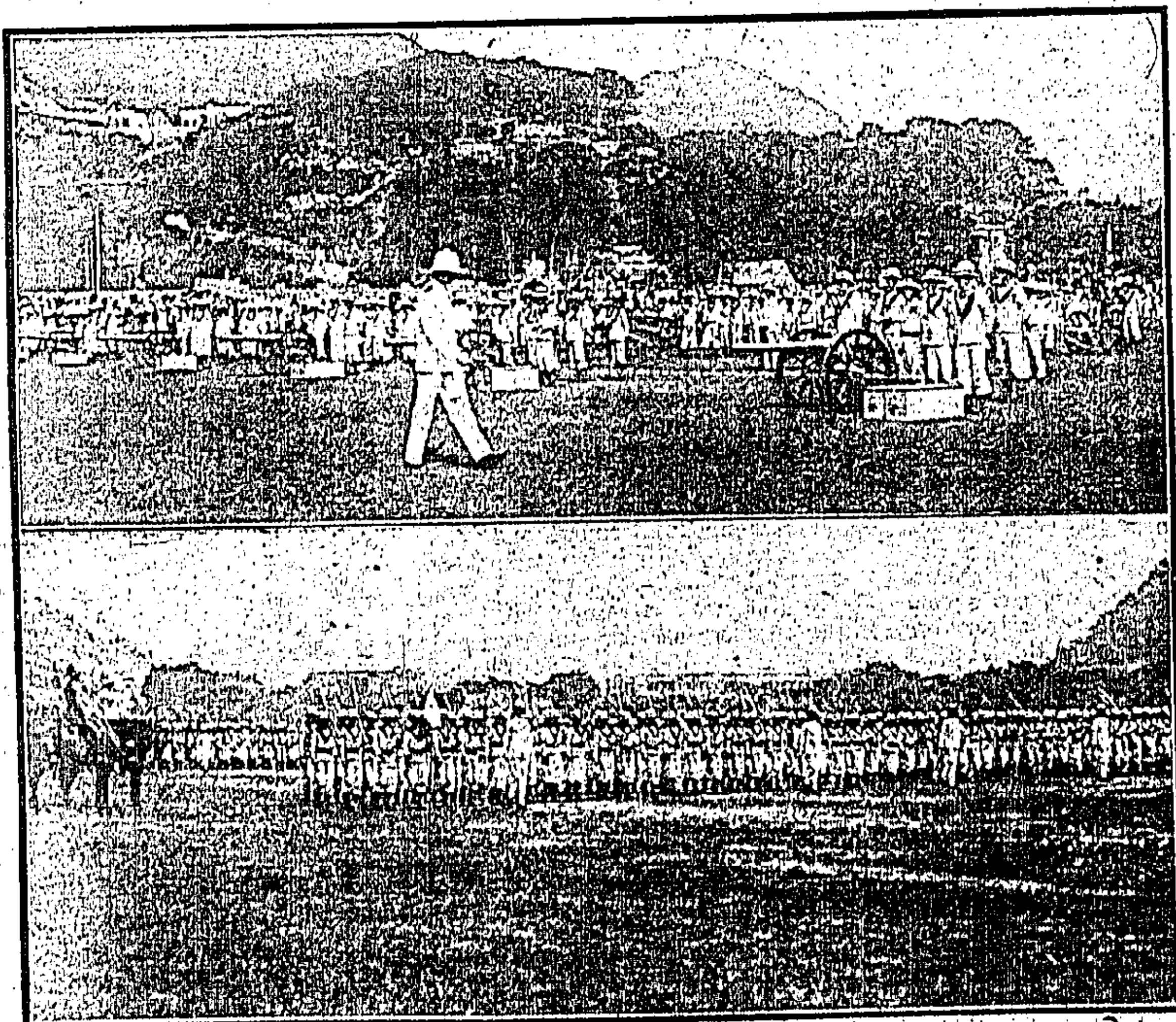
Power-full SOCONY GASOLINE



JEAN VALJEAN
"Truly a Cigar"

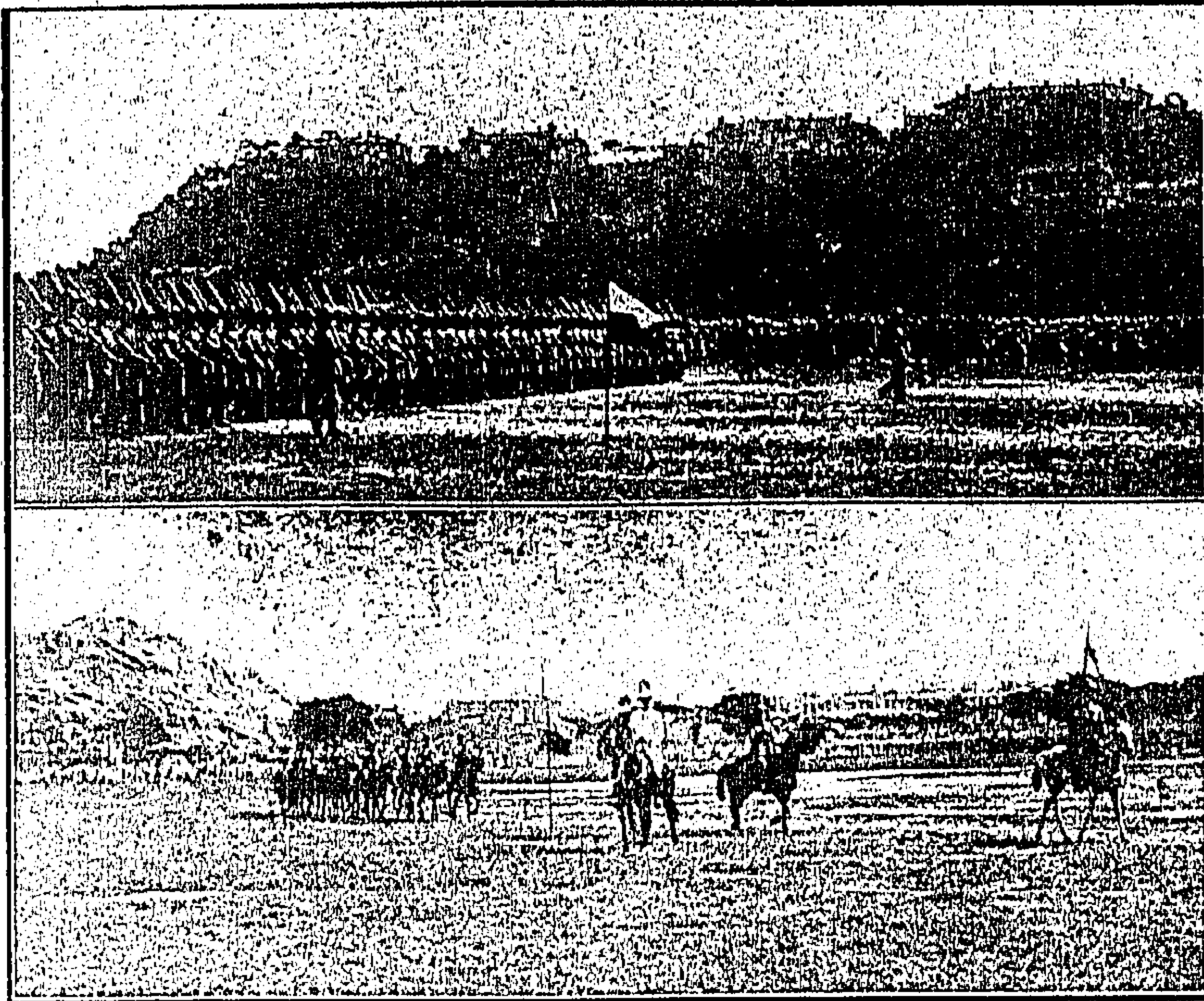
TABAQUERIA FILIPINA
LEADING TOBACCONISTS IN THE FAR EAST

YESTERDAY'S PARADE AT HAPPY VALLEY.



The Royal Salute of 21 guns at yesterday morning's parade at Happy Valley to celebrate the King's Birthday was fired by the Royal Navy and our top picture shows the guns and teams in readiness. In the lower picture, men of the Royal Navy are seen marching past the Saluting Base, H.E. the Governor taking the salute. (Photo: Moe Cheung).

YESTERDAY'S PARADE AT HAPPY VALLEY.



The above photographs were taken yesterday morning on the occasion of the King's Birthday parade at Happy Valley. In top picture, the Scots Guards are seen marching past the Saluting Base, and in the lower picture, H.E. the Governor is seen arriving on the parade ground with an escort of Mounted Infantrymen from the Volunteers. (Photo: Mee Cheung).

WHITEAWAYS

GENT'S OUTFITTING DEPT.

THE "KANT-RUST" SOCK SUSPENDER

THE "KANT-RUST" SOCK SUSPENDER



Specially made for use in the Tropics.

The fittings are made of Celluloid & are not affected by damp or perspiration.

These are the pad style made with 1 inch Elastic and ivoryine fittings. Can be supplied in Black, White, Helle, Brown, Royal, Purple and Sky.

Standard Value 85 Cts. Price pair

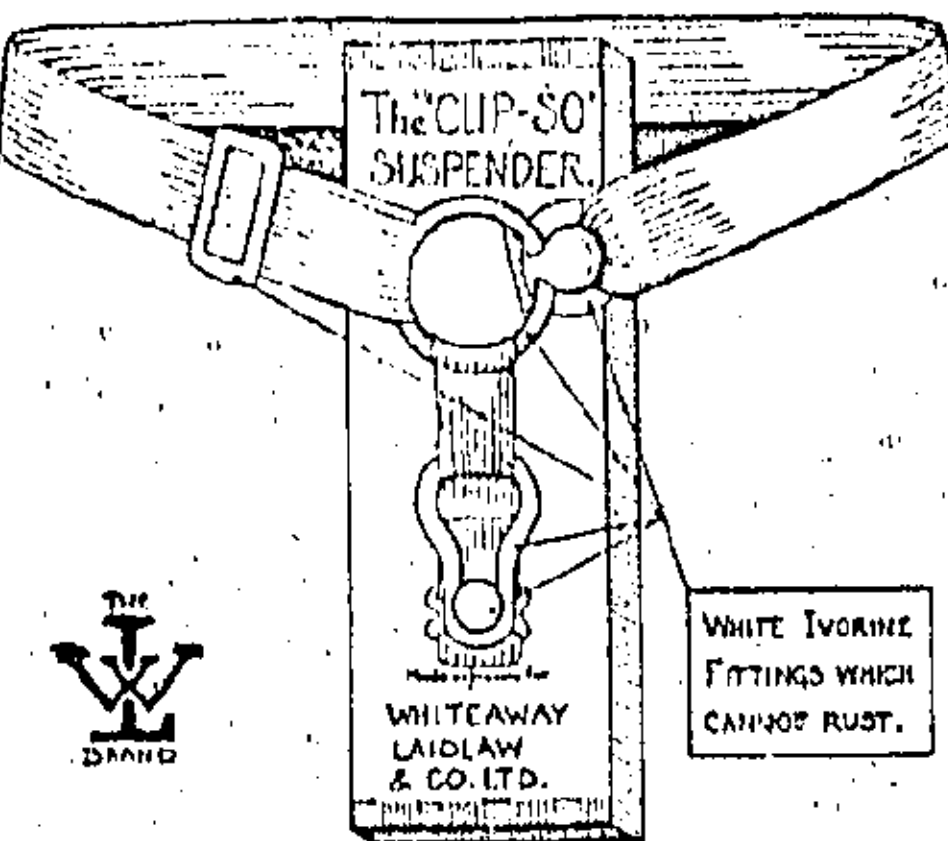
ONE OF WHITEAWAYS' STANDARD VALUES

THE "CLIPSO" SOCK SUSPENDER

THE "CLIP-SO."

A popular style as illustrated with 1 inch elastic and ivory fittings. Colors: Black, White, Purple and Sky, etc.

Standard Value \$1.00 Price pair



ONE OF WHITEAWAYS' STANDARD VALUES

THE "KOOLTWILL" TENNIS SHIRT

THE "KOOLTWILL" ENGLISH MADE TENNIS SHIRT



MADE FROM FINE QUALITY WHITE MERCERISED TWILL SILKY FINISH.

SPECIALLY RECOMMENDED FOR DURABILITY & APPEARANCE

ONE OF WHITEAWAYS' STANDARD VALUES

A new line of English made, highly mercerised twill sports shirts. Coolness absorbancy combined with a soft silky appearance are the outstanding features of this NEW STANDARD VALUE LINE. With Tennis neck and full sleeves. All sizes in stock ready for immediate wear.

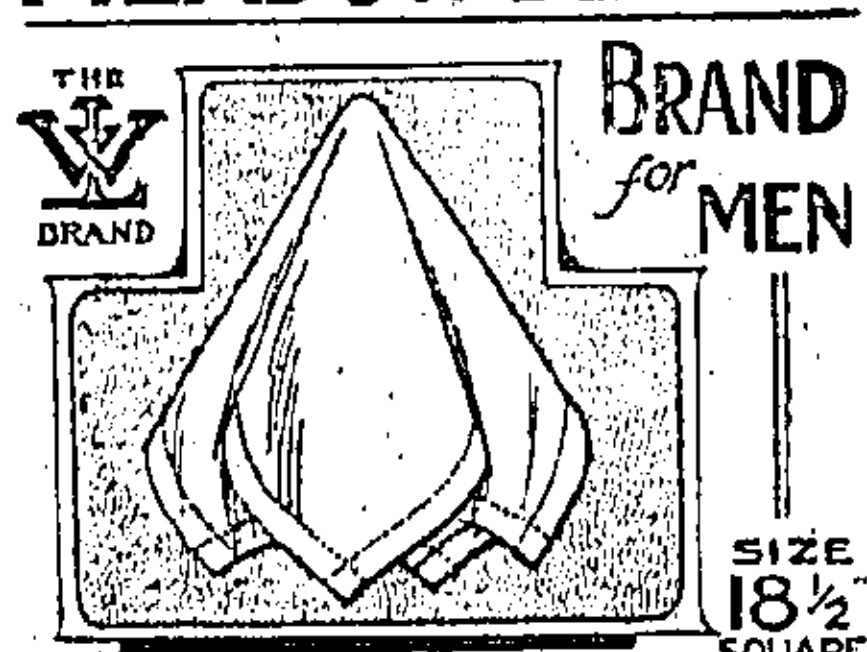
Standard Value \$3.00 Price each

THE MEADOW BLEACH

Men's White Lawn Handkerchiefs, Hemstitched Borders, Soft and ready for use. Size 18 1/2 inches square.

Standard Value \$2.50 Price Dozen

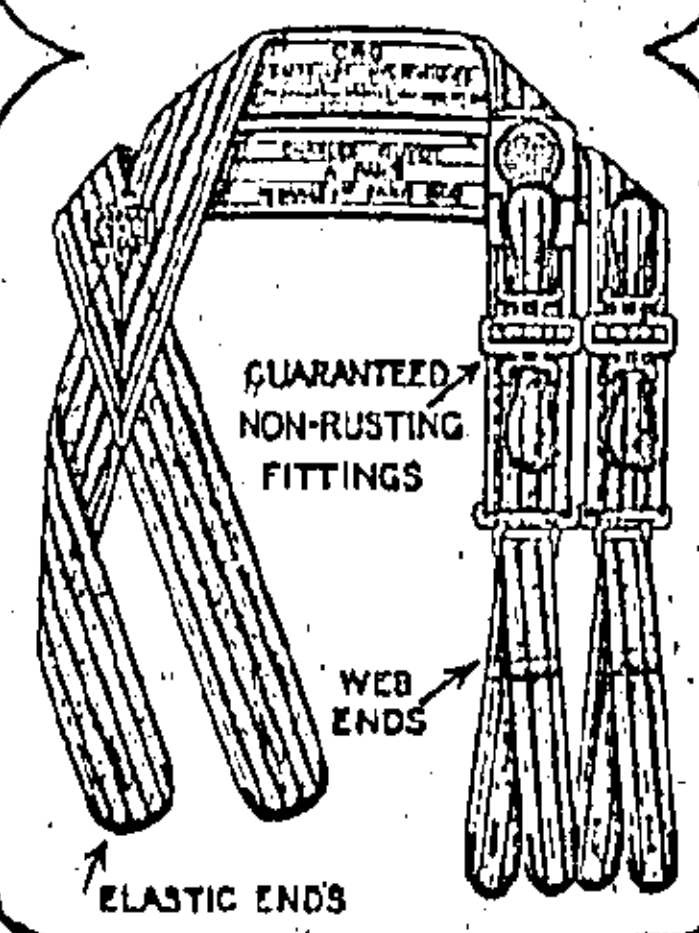
THE MEADOW BLEACH BRAND FOR MEN



IRISH WHITE LAWN HANDKERCHIEF WITH ONE INCH HEMSTITCHED BORDER

ONE OF WHITEAWAYS' STANDARD VALUES

THE GUYOT FRENCH BRACE



THE GUYOT "GUYOT" BRACES

The best and Strongest brace made. Absolutely non-rusting fittings. Web style with elastic at back.

\$2.50 pair

All elastic

\$2.75 pair

WHITE WASHING BELTS

White Washing Belts with detachable Non-rusting Buckle.

\$1.50 each

THE "LIVELASTEC" Belts.

One of the best belts made. With Patent Nickel buckle. White or Fawn.

\$3.95 each

PARIS GARTERS 95 cents to \$1.50
CELLO GARTERS \$1.50 to \$1.95



PARIS GARTERS No metal can touch you

SUN HELMETS from \$4 50
CALL AND INSPECT OUR ASSORTMENT

Whiteaway, Laidlaw Company, Limited.

DIVORCE DECREE RESCINDED.

KING'S PROCTOR INTERVENES IN "SHOCKING CASE."

In the Divorce Court, London, before Mr. Justice, Bateson, the King's Proctor intervened to show cause why a decree nisi granted to Mr. Harry Lionel Commander, turf commission agent, Cambridge Road, Birmingham, should not be made absolute.

Mr. Victor Russell, appearing for the King's Proctor, said the petition was filed in May, 1926 against the wife, on the ground of her alleged misconduct with Archibald Wood. No answer was entered, and it came on as an undefended case at the Birmingham Assizes on July 20, 1926. A decree nisi was pronounced.

The King's Proctor now alleged that material facts were not brought to the knowledge of the Court, and that the petitioner at the trial gave false evidence in that he said that within a month of the marriage the respondent left him and would not live with him, whereas, in truth, within three weeks of the marriage the petitioner himself deserted the respondent without cause. The plea further alleged that the petitioner himself had been guilty of misconduct.

Subsequently information came to the King's Proctor in which his plea was amended, alleging that the petitioner had connived at the respondent's misconduct, and that the petition was presented and prosecuted by the petitioner in collusion with the respondent. The amended plea gave details of the connivance, and the materials were of a very serious nature, and he ought to tell the Court a little about it.

Important for Public.

Mr. Justice Bateson—Are the people here?—No.

The Judge—Does it matter? Ought I to know anything more about it than that the King's Proctor makes the various allegations, and the petitioner does not appear here to resist it?—It shows rather the important work the King's Proctor does in finding out gross cases of this kind.

You mean that is the sort of thing that ought to be brought to the notice of the public through the Press?—I think so. It is important to let people know that they may be found out.

Yes, I think you are right. I do not know whether it will stop others who still want to do the same kind of thing. But still it is worth trying.

Counsel proceeded to say that the petitioner first of all tried to induce respondent to divorce him by promising her £200 and costs if she would do so. She was to appear as a poor person but £5 deposit was necessary before she could proceed, and the wife, being hard up at the time, the £5 deposit could not be found.

Having failed in that, petitioner tried another way and he promised that he would give her £125 if she would furnish him with evidence of her misconduct.

That she agreed to do, and in pursuance of that, she went to an hotel and sent a letter enclosing an hotel bill and on that petition was found, and a decree nisi pronounced.

The husband, in fact, did not pay £125, as promised, but only £25.

BOLD MEN OF BATH.

BAN ON WOMEN LIKELY TO "RAISE A HOWL."

Should women be excluded from political clubs, is a question that is being widely discussed, following the decision of the Larkhall Liberal Club at Bath not to have women members.

While Mr. Philip Snowden expressed the view to a Press Association representative that it was a perfectly silly thing to exclude women from the club, a member of the ladies' Carlton Club thought the club at Bath had done the right thing in banning women from their club.

I don't agree, she said, that women upset things altogether, but I do think men are entitled to have a club to themselves. Personally, I am not in favour of mixed clubs anywhere. You get a type of man in mixed clubs which I would describe as the "silly old man type." I know that some women will get up an awful howl about the Bath decision, but I don't think it will be justified.

Miss Lilian Dawson, secretary of the Parliamentary Club, said:—It seems to me ridiculous that women should be barred from a club simply because they are women. In our own club, men and women meet and work together very well. There is no jarring.

"Women Upset Everything."

The Larkhall Liberal Club's ban at Bath follows closely upon the Wells (Somerset) Bowling Club decision to put a ban on women members, one member declaring that women were "an absolute nuisance."

Alderman Vezey, who presided, suggested the rules be revised to admit women as members. The suggestion brought a hornet's nest about his ears. Here are some of the views expressed:—

Mr. Geo. Gray—I am hot and strong against the idea of ladies coming into our club (hear, hear)—though I am very fond of them in their right place.

The chairman (surprised)—Oh! Mr. Price—I, for one, shall withdraw my membership if women are admitted.

Mr. Slip—We shan't need to withdraw. They'll throw us out. (Laughter).

Mr. Price—If ladies came here they would upset the club.

Another member (mournfully)—They upset everything.

Mr. Gray proposed the club have nothing to do with admitting women members, and this was carried.

"A Bad Case."

Counsel added that in reply to a letter from the King's Proctor, petitioner's solicitors wrote that they understood their client had gone abroad early last month.

The Judge—Can this man be prosecuted for perjury?

Counsel—The paper can be sent to the Public Prosecutor, and the King's Proctor sometimes, under direction of the Bench, sends them, or the King's Proctor on his volition informs the Director of Public Prosecutions.

The Judge—I do not know what evidence you have got with regard to perjury, but it is another thing to prove it before a jury. There is no doubt on the allegations you have here, it was a shockingly bad case.

His Lordship rescinded the decree nisi and dismissed the petition.

SOVIET OVERTURES.

AMERICAN COMMERCE AND "FEELERS."

It is reported that M. Krestinsky, the Soviet Ambassador in Berlin, has been summoned to a conference at Moscow with M. Litvinoff, the Acting Commissary for Foreign Affairs, and the Soviet Government. This news is generally held to connote fresh developments in German-Soviet relations, on both the economic and the political sides.

In German circles, however, it is asserted that, contrary to popular assumption, even in Germany German diplomacy had really very little to do with the recent, if very partial, reconciliation of Moscow and Berne (regarding the Vorovsky murder).

Regarding the question of further German commercial credits for Soviet Russia, it would appear that the great German bank, the Disconto-Gesellschaft, which showed no enthusiasm for last year's £15,000,000 operation, looks apace to-day at the idea of extending such credits, unless it be with American co-operation. Certain private meetings of Continental and American steel, oil, and other magnates are being held in various European capitals, including London, on the eve of the Geneva Economic Conference, and judging from these conferences, it is possible that both German industry and the German Government, since the disclosures made in the Daily Telegraph ten days ago, are extremely anxious, owing to the Reich's own need of American credits, not to forfeit the good will of American financiers and industrialists by outbidding them too openly in the field of Soviet concessions.

Reasons for Choice.

M. Ossinsky, who will lead the Soviet Delegation at the Geneva Economic Conference, has apparently been selected rather for his business acumen and excellent manners than for his political activities, which have not been very great. He is expected to follow the example recently set in Paris by M. Rakovsky, who has been assuring American business men that Soviet propaganda intends to leave the United States alone, since American Labour is Bolshevism's most obdurate enemy; more so, in fact, than American capitalism. The British Empire, so the Soviet diplomats never tire of repeating, offers, on the other hand, a fruitful soil for Bolshevik propaganda, firstly, because of the growth of British Communism, and, secondly, because of British oppression of the "subject races."

This is the kind of bait presented to would-be American concession owners in the territory of the U.S.S.R. Not only this; but Moscow, which denounces the "unequal treaties" between China and the Powers, hints that it would, nevertheless, be willing to conclude one with Washington, whereby an American Embassy would be established at Moscow without America being asked to receive a Soviet Embassy at Washington.

More than 50 years ago, Mrs. George McNeil, of New Jersey, swallowed a needle. No ill effects resulted and after worrying for a while, the incident was forgotten. Recently she felt a pain in her hip and went to a doctor, who removed the needle.

SONG RECITAL OF UNIQUE INTEREST (Japanese Folk Songs)

SEIJIRO TATSUMI

ACCOMPANIST SUZUKO YAMAMOTO AT THE

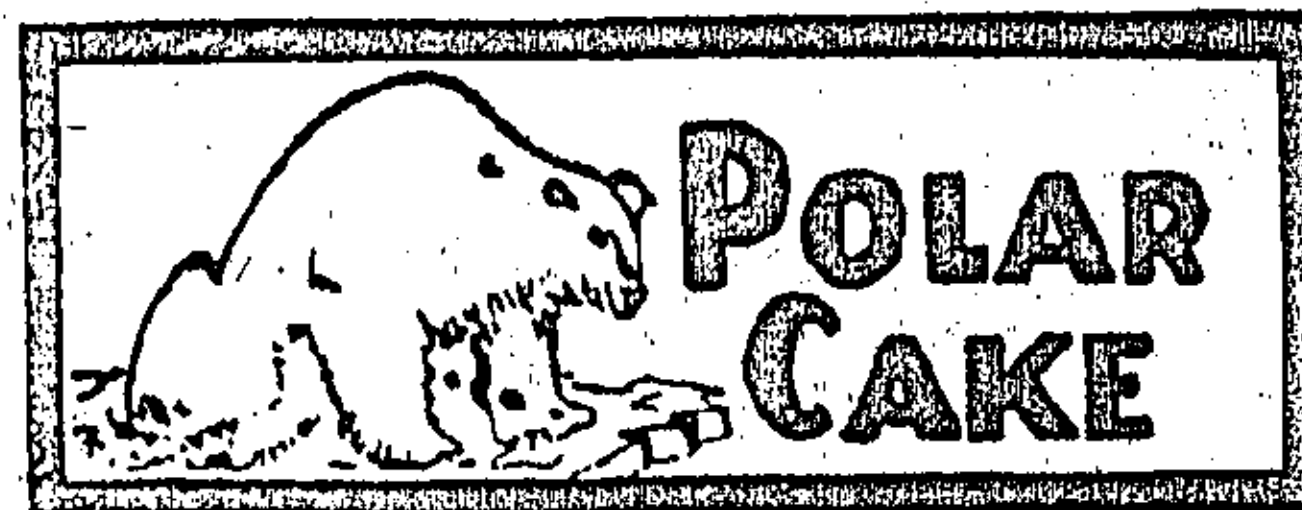
NIPPON CLUB

(Over Whiteaways)

Sunday, June 5th 8 p.m.

Tickets at Door.

\$2.00 each.



LADIES AND GENTLEMEN:

If you have not yet tried our Polar Cakes

DO SO AT ONCE

It will convince you of their high quality

BE SURE TO GET

GENUINE POLAR CAKES

WHICH ARE OBTAINABLE

AT THE ICE CREAM KIOSK

Queen's Theatre Building, Tel. C.3456. (At the left of the entrance to Theatre.)

AT THE ICE CREAM PAVILION

96, Nathan Road, Tel. K.874.

AND FROM OUR DISTRIBUTING BOYS ON THE STREETS

Sole Distributors

FOREIGN PRODUCTS DISTRIBUTORS

"FORPRODIST"

China Building, 1st floor Tel. C.3888.

IT'S QUALITY THAT COUNTS!!!!



ASAHI BEER

Special Brewed for Export

DAI NIPPON BREWERY CO., LTD.

TOKIO JAPAN

Sole Agents.

MITSUI BUSSAN KAISHA, LTD. HONGKONG.

FRENCH POLICE TRICKED.

DUTCHMEN'S GREAT COUP.

Paris.—A case which imposed rather a painful strain on the amour propre of the Surete Generale, the French counterpart of Scotland Yard, has ended in two Dutchmen, Vandermeul and Vander Blis being sent to prison for swindling the police. Some time ago the two Dutchmen called at the Ministry of War and informed an officer of the "Intelligence Branch" that they wished to give information concerning the activities of two alleged German spies, Ulrich and Schmidt, who, they said, were about to set out for Maubeuge, where they could be arrested. They were sent along to the headquarters of Surete Generale, where a detective-inspector was detailed to accompany them to Maubeuge, where the supposed spies were to be pointed out. The detective was given a thousand francs to pay the expenses of the trip, and the party then proceeded to the station, where the two Dutchmen insisted on dining—and dining well—for, as the time approached for the departure

of the train they seemed so loth to leave the table that the detective handed over to one of them his thousand-franc banknote by way of stimulating their energy. But neither he nor the informers left Paris, for the Dutchmen gave him the slip.

Generous Dinner.

In explaining the affair to the judge of the correctional court, Vandermeul said:

"We missed the train because we had dined too well. We had had vodka, whiskey, and wine, and were too drunk to leave."

When the judge suggested that the supposed spies had existed only in their imagination, the prisoners protested that this was not the case, and that they had honestly intended to render a service to France. The detective admitted that there had been a generous dinner at the station, but denied having partaken of it himself. The prisoners were unable to restrain their laughter as the judge, before sentencing them, one to six months' and the other to four months' imprisonment, remarked that they must have remarkable gifts of persuasion to have been able to gull so incredulous a body as the Surete Generale.

LOST CONTRACT.

BRITISH FIRM'S REPLY TO RAILWAY CO.

British electrical firms have issued vigorous replies to the Southern Railway Company's statement on the reasons that led to the placing of a £120,000 contract for electrical equipment with a Swedish firm.

It is declared that the system of distributing business under agreement in the electrical trade is an economic necessity. It is denied, however, that there has been any attempt to "dictate" to the Southern Railway.

A statement on behalf of the General Electric Co., Ltd. (one of the firms from whom tenders were invited) points out for years electrical engineering has lost hundreds of thousands of pounds through unrestricted competition and the principle prevailing here of placing contracts with lowest bidder and yet demanding guarantees of the highest performance.

Conditions of war forced manufacturers to collaborate for the good of the country, and they failed to understand why the Southern Railway should be of opinion that it was wrong for the electrical industry to protect itself more than it was for a railway company, trade union, law society, Stock Exchange, or any other trade or profession.

Should Have Been Divided.

As regards the nature of the contract it should be understood it is an unusually large contract from one purchaser. The Railway Company itself is likely to place only one such contract in five or ten years. Realising the capacity of output for the whole industry, it seems to the common good that such a big contract should be divided amongst a few of us, so as not to interfere with the regular service to regular clients. This is all we have attempted in the first instance. There has been no attempt at dictation.

When the Southern Railway objected to place the contract with three firms, the General Electric Co. (Ltd.)—who at the present moment fortunately have a good order book—was anxious to accept 50 per cent. of the contract. We have previously supplied such machines to the Southern Railway, which have given satisfaction.

Why the Southern Railway have not accepted our offer we do not know. The fact that we desired at the same time to obtain the contract for the switch-gear required for the rotaries was a mere expediency to balance our respective shops with the most suitable class of work. We withdrew that condition when the Southern were unwilling to grant us this favour, equally so the condition dating the contract at the later period was withdrawn.

It was therefore open to the Southern to place one-half of the contract with the General Electric Co. (Ltd.) that had given them satisfaction, and the other half with quite a number of British firms of first-class standing who

PROJECTED LEAGUE BUILDING.

THE DESIGN COMPETITION.

Geneva, May 6.—A total of 337 entrants submitted designs for the projected League Building, but the international jury of architects came to the unanimous decision, despite the wealth of ideas shown, that the competition had not yielded such results as to incline them to recommend the execution of any design.

The Jury, however, decided to award nine prizes of 12,000 francs each; also prizes for 18 mentions.

were anxious to secure the work. The fact that the Southern had no experience with some of them surely applies also to the Swedish company to whom they preferred to give the order. The fact that a Swedish firm can make at a cheaper price than English firms is easily accounted for, and needs no elaboration from us.

We regret the loss of this contract to this Company and to the country as a whole more than we can express. We trust this statement makes it clear that if there was any attempt at dictation, that attempt did not emanate from the side of the manufacturers.

Manufacturers' Reply.

It is perfectly true that an arrangement exists in the industry whereby business is distributed under agreement, said Mr. D. N. Dunlop, a director of British Electrical and Allied Manufacturers' Association with reference to the action of the Southern Railway Company in placing a contract for electrical equipment with a Swedish firm.

Such a system, he added, is practically an economic necessity, having regard to present-day trading conditions. There is no secret about it.

The Southern Railway Company invited tenders from three firms, who happened to be very busy, and they were unable to undertake to fulfil the order exactly in the manner which the railway people desired. Without giving other British firms the chance of taking on the contract, the Southern petulantly took their business to Sweden.

Some form of co-operative effort is absolutely essential, from the research point of view as well as being a business necessity. We contend that we have not behaved unreasonably in any way. Certainly we have made no attempt to charge excessive rates, for prices are based, as a rule, on those which firms would quote in open competition.

I happened to know that in the case of this particular contract the price quoted to the Southern was distinctly a "cut price."

This contract will be regarded by the people who have got it as a great feather in their caps, and it will no doubt do the British manufacturers a great deal of harm in foreign markets.

DANCE STOPPED.

SURPRISE FOR LONDON CLUB.

As a sequel to a police notification that complaints had been made about their act, two Continental dancers, Roseray and Capella, engaged by Mr. Albert de Courville at a big fee at the Embassy Club, London, have stopped giving their performance.

The precise nature of the complaints has not been disclosed either to Mr. de Courville or to Mr. Luigi, the manager of the Embassy. For over an hour, it is stated, they waited at Vine Street yesterday to see the police authorities. Eventually they were given a short interview.

It is understood the complaints have been made on grounds that the dancers were insufficiently clad.

Mr. de Courville, describing the costumes of the dancers, said:—Capella, the man dancer, wore at first top boots, a silk scarf around the waist, knickers, and a cape. Later in the dance he stripped like a classical boxer. Roseray, the girl, wore a white and silver loose diamond dress, reaching from the neck to above the knee; compared with it a bathing dress is indecent.

Roseray and Capella came to Europe for a holiday, but were prevailed upon by Mr. de Courville to appear in London, the only important capital in which they had never danced.

Capella is a young Russian who was brought up in France. Roseray left an aristocratic family because her parents refused to allow her to go on the stage. She has been three and a half years with Capella.

Roseray and Capella were engaged for three weeks at a fee of more than £1,000. They were to dance only on Monday and Tuesday nights. Their performance had been a great success, and consisted of dances which they had previously given in most of the great cities of the world.

Overseas Chinese own and operate a large number of rice mills in Siam and handle the greater part of Siam's rice export trade. These mills collect unhusked rice from the Siamese farmers to be turned into the finished article by machinery. The cost of manufacture for one carload (24 piculs) of unhusked rice is about \$5, and that of gunny bags and various taxes \$7. From each carload of unhusked rice may be obtained 19 piculs of husked rice and 5 piculs of husks. When further treated, the 19 piculs of husked rice yield 11 piculs of white (polished) rice, 3½ piculs of No. 1 broken rice, 2 piculs of No. 2 broken rice, 1 picul of No. 3 broken rice and 1½ picul of bran. All workmen employed in these mills are Chinese. The total value of these mills runs into many millions of dollars.

SUICIDES BEFORE MIRRORS.

ATTRACT ATTENTION OF AUTHORITIES.

London.—"Mirror suicides" are the latest attraction to those who take their own lives here.

Numerous cases of suicide have been found here recently where the suicide committed has been deliberately staged before a mirror. In each case a verdict of suicide while of unsound mind has been entered.

Several noted pathologists and psychiatrists have recently devoted some time to a study of the apparent complex which causes suicides to stand before a mirror while taking their lives. One psychiatrist has declared that the cause is a "complex of death" where the subject has so long thought of death that he is anxious to view for the last time some-one in the agonies of dying.

In one case recently a young woman, while standing in front of a mirror, had inflicted several wounds with a razor at various vital points in her body before completely encircling her throat with the razor. The case is declared to be the most unique suicide ever committed before a mirror. Witnesses declared at the inquest that from the position of the body the young woman had actually watched herself die almost until the time life expired.

Numerous cases have been discovered lately where the suicide has shot himself while looking in a mirror.

A thousand waifs from the East side of London are loudly shouting their praises for Harold Lloyd. The film star was recently made a "tornado" of the Ancient Order of Forthblowers, the association, under the presidency of Sir Alfred Frigg, whose profits are entirely devoted to charities. At the investiture of the Order upon O. V. Traggardh, Harold's London agent, Lady Frigg suggested that some of the waifs from East London would like to see Harold's

HEROISM IN CULVERT.

GARDENER COMMENDED BY CORONER.

The story of the gallant but fruitless endeavour of a 20-year-old gardener to rescue a child from a flooded culvert in the legendary Surrey Woe water at Caterham was related to the East Surrey Coroner recently.

The inquest was upon Peter Allan Tolhurst (19 months), and a verdict of accidental death was returned.

The Surrey Woe water was in flood, and when the child was missed in the afternoon from the bungalow in which he lived with his parents, a search was organised.

The young gardener, Charles Moore, of Caterham, modestly told the Coroner of the part he played. "I was cycling home from work," he said, "when the chain of my cycle came off, and it was then I was told by a woman that the little fellow was missing. Being an ambulance man, I thought I might be able to help, so I went down a manhole to the culvert. I looked along the culvert in both directions, but could not see anything. Then I came out again, got a policeman's lamp, and returning to the culvert, half crawled along it. I went through so far as I could, it was getting very stuffy, and I could not get air to breathe, so I had to come out again. As soon as I could I descended again through the manhole, and eventually came upon the child's body in about 18 inches of water.

"The child's clothing was over its head, which was under water. The water was running with considerable force; but with difficulty I brought the body to the surface."

The police associated themselves with the Coroner in highly commending Moore for his gallantry.

latest film, "The Kid Brother," which was being shown at the cinema where the investiture was made. As a result, a thousand kids from Bow and Bethnal Green saw the film and for some of them it was their first visit to a movie.

For your floor—furniture—and every domestic article requiring a stained and varnished finish

"Wilheycla"

Oil Varnish Stains

IN

Oaks—Walnut
Mahogany—Satinwood
Rosewood—Ebony Black

Can be applied by anyone.
Always reliable, never sticky.
Non-poisonous and Durable.

AGENTS—

S. C. LAY & CO.

Alexandra Building.

Telephone C. 763.

Wilkinson, Heywood & Clark

SHANGHAI.

HONGKONG.

NOW

is the time for a cure by

HEMOSTYL DU DOCTEUR ROUSSEL

For ANAEMIA, WEAKNESS, TUBERCULOSIS

Ask your Doctor about it.
Sold by all leading Chemists.

Sole Agents CIE OPTORG.

A.P.B.

A BUMPER CROP.



FOUR
good

THE BLEND
IS
OF
THE
FINEST
VIRGINIA
TOBACCOES

THE
MOISTURE
PROOF
AND
AIR-
TIGHT
PACKINGS
ENSURE
PERFECT CONDITION
IN ANY CLIMATE

THE MODERATE
PRICE—

MADE
POSSIBLE
BY THE
TREMENDOUS
RESOURCES
AND
BUYING FACILITIES
OF THE
MANUFACTURERS

why you
should smoke

CAPSTAN

THEY NEVER VARY

YOU CAN GET—



That
Plenty
of hot water
look

If you have a Gas Water Heater
in your Home.

Hotter Weather—

—More Baths!

HONGKONG & CHINA GAS CO., LTD.

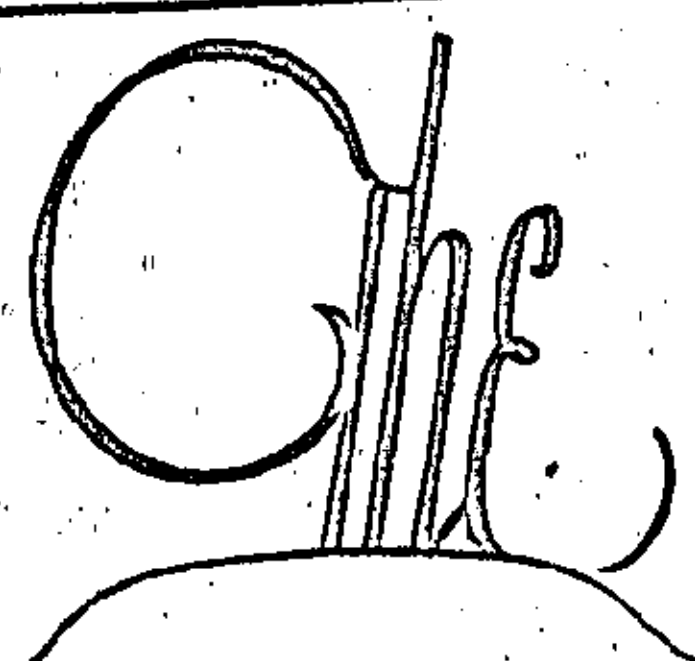


YOU'RE SURE TO BACK A WINNER

If you send your clothes to us for dry-cleaning or dyeing.
We specialise in renovating and pressing garments.
TRY US JUST ONCE!

The International Dry-Cleaning and Dyeing Co.
16, Wyndham Street, Hongkong.
36, Nathan Road, Kowloon.

Business Hours:
Monday to Friday from 8 a.m. to 7 p.m.
Saturday from 8 a.m. to 5 p.m.
Sunday from 8 a.m. to 12 noon.



Scenic Route Across CANADA

Via
Vancouver
or
Prince Rupert

Canadian National Railways crosses the Rockies at the easiest gradient and lowest altitude of all transcontinental lines and in full sight of the Canadian Rockies' highest peaks. View the choicest gems of rugged mountain scenery, crag and glacier, culture, canyon. Stop off at Jasper National Park, the Alpine paradise of Canada. See the golden wheatfields, mighty inland seas, the scenic marvels of the east, among them, Niagara Falls. And, all the while, travel in utmost comfort.

Daily Trans-Continental Train from Vancouver or Prince Rupert, with all-steel equipment, radio-equipped observation cars, and unsurpassed and moderately priced dining car service.

Through bookings on all steamship lines.
For rates, literature and information apply
ASIATIC BUILDING, HONGKONG

CANADIAN NATIONAL

The Largest Railway System in America.
(SEPARATE AND DISTINCT FROM CANADIAN PACIFIC RAILWAY)



"THE QUALITY GOES IN
BEFORE THE NAME GOES ON"

DON is distilled in limited quantities. Perfect maturity is essential to the quality and flavour of DON.

"A little and good" is our Slogan.

Insist on DON at your club or stores! They can get supplies now.

N. S. Moses & Co., Ltd.
Agents.

THE SCHOOL AGE.

TEACHERS FAVOUR RAISING IT.

More teachers had a tilt at the Education Department when the conference of the National Union of Teachers resumed at Margate recently, the subjects dealt with being the school age, proposed economies, and the size of classes.

The conference discussed the Executive's motion that the raising of the school age was urgently necessary for social, educational, and economic reasons, and called upon the Government to promote early legislation to bring about this reform.

Mr. W. H. Hill, Leicester, said it was a human and social question. Every year nearly half a million of young people were thrown upon the labour market, which was already over-stocked to the extent of 1,000,000 unemployed workers.

That was a glaring blunder on the part of somebody. He wished Mr. Esmond Harmsworth, M.P., were present, so that they could plead with him to start another anti-waste campaign, protesting against the waste of human capacity, human attainments, and human personality.

The cost of an unemployed person to the taxes was £40 a year, which was the sum he received as dole, but the cost of keeping a child in an elementary school was only £13. He recommended to the Chancellor of the Exchequer a new slogan "Raise the leaving school age and reduce the income-tax."

This further education was a sound investment, for every well educated man and woman was an addition to the wealth of the country. In raising the school age they were not adding to the country's burden but helping to strengthen its foundations and support.

Mrs. L. Manning, Cambridge, seconding, said that since the raising of the school age there had been a profound change in human life and the whole of the world's activity.

Maintenance Allowances.

Mr. F. A. Hoare, West Ealing, in moving an amendment, said they were beating the air unless they coupled with the proposal some system of maintenance allowances. They had to get public opinion behind them in this matter. It was for them to show how the difficulties were to be overcome.

Mr. Hill agreed to accept the suggestion that early legislation should include some scheme of maintenance allowances where necessary.

Mr. Bertram, Buxton, Derbyshire, opposed the motion on the ground that the time for a general educational advance had not arrived. They ought to dig themselves in and throw out their salient.

Miss Burrows, Leicestershire, said the trouble was that the adolescent turned out the wage-earning grown man.

The motion was carried with only one dissentient.

On the Executive's motion protesting against the policy of the Board of Education in pressing Local Authorities to reduce their teaching staffs and declaring it to be entirely opposed to the interests of child education.

Mr. Merrick (Salford) said it seemed to teachers something like mockery for the Board of Education to say in effect to local education authorities, "When you are submitting your three years' programme include in it a scheme for improving your staff but at the same time remember you must not add to the number or quality of your staff, and if you do we shall cut down your estimate."

When progressive education authorities showed the way Lord Eustace Percy called upon them to halt and ordered the foremost of them to fall back.

Earning His Money.

Mr. Owen Prineau (Leyton) said the education authorities were being told that they had too many classes and to many certificated teachers. (Cries of "Shame.") He thought he earned his money as a teacher if he prevented the furniture from being broken. (Laughter.)

In his area they were to reduce a staff of 500 teachers by 20, which meant inevitably that they would get back to the 50 and 60 classes they had in the past.

The motion was unanimously adopted.

The conference reaffirmed its belief that no school could be satisfactory which did not provide classrooms for not more than 40 children, provision for playing games, adequate accommodation for the staff, and room for medical inspection, and also that no class in an elementary school should have more than 40 on the roll.

Mr. W. Lloyd Pierce (Welshpool), in supporting the motion said that masters of hounds in his district housed their dogs in buildings far superior to those in which schoolmasters did their work.

Mr. F. A. Hoare, in supporting the resolution, said it was a tragedy that in the majority of schools

BRITAIN AND AMERICA.

MR. HOUGHTON ON HELPFUL RELATIONS.

The American Ambassador, Mr. A. B. Houghton, speaking at the luncheon of the Manchester Chamber of Commerce last month, said the world was not standing still. The most difficult period of post-war reconstruction was behind us.

We had reached the time when by sheer force of economic necessity a steady increase of buying power throughout the world might be expected.

Referring to British and American relations, the Ambassador said he believed that the future of the world, its peace, its happiness, and its well-being, depended largely upon the existence of a sound and cordial understanding between the British and American peoples.

The fundamental basis of such an understanding already existed. We thought in the same terms and we had the same scale of values. We wanted the same kind of world, we were seeking for the same kind of future.

We must not hope or seek to develop those wholly natural and helpful relations into anything like an alliance. Although the idea was tempting, he believed it to be wholly false. To bring English-speaking peoples together into an armed and exclusive group, prepared if need be to enforce its collective will by force, would if it were possible, tend neither to promote peace nor to assure our mutual security. Its only result would be to unite the world against us. It would turn this earth of ours once again into an armed camp. In the end precisely what we sought to avoid—a war—would result.

We might have to fight side by side in the future as in the past, but if the need arose, which God forbid, let it be for a cause and for a reason which brought us instinctively together and not by a calculated arrangement which might of itself tend to bring about so dreadful a catastrophe.

Where America Leads.

The Ambassador referred to the Commissions which had been visiting America from this country to study the American industrial position and to search for that elusive phenomenon we call prosperity.

America had great natural physical advantages at her disposal. She had no clash of nationalities, no tariff walls, or problems of exchange.

She had a great part of a whole Continent, giving her people the advantage of maximum freedom of horizontal movement which enabled any man, dependent largely on his own ability and will-power, to rise from the lowest grade of service to the highest.

The American people, too, were making far greater use of mechanical aids to production than any other people. In America they had reached the point where behind every industrial worker there now stood on the average an invested capital of £1,200, which resulted in putting at his disposal some four primary horse-power.

Since one horse power was roughly equivalent to ten men's power they would see that the productive ability of each of these industrial workers was, by the aid of machines, multiplied by forty.

In other words, each of these men was put in a position of doing forty men's work. Thus the twenty million industrial workers of America were doing the work of at least 800,000,000 unaided men, and this without throwing anyone out of employment. On the contrary they were creating more work.

The share of the average man in the resulting output was also enormous.

He believed that the Americans had made a real contribution to the problem of the relations between labour and capital. They were leaving behind very rapidly the time when labour and capital each believed its own interests best served by maintaining an attitude of suspicion and more or less active hostility towards each other.

That could not endure for a moment when a maximum output was seriously and consciously sought.

A new spirit had to be developed, and that was precisely what had taken place in America. The labourer was becoming a capitalist and this tended to make industrial war with its wreckage, its senseless destruction and human misery, an indefensible thing. He believed America had found the practical and definitely right road which led to greater individual freedom.

The only playground was an asphalt yard, and that children's games were running about and screaming. The State made better provision for animals in captivity than for children in school.

The motion was unanimously carried.

AIRMEN FORBIDDEN TO MARRY.

REGULATIONS TO INCREASE EFFICIENCY.

Rome.—No Italian airman whether he be officer, pilot or mechanic, may marry before the age of 30.

This regulation, though based on serious and practical considerations, has caused a ripple amongst young aviators, who find themselves bound by the same rules as the priesthood. They are in fact, until they reach the age of 30, turned into a kind of priestly caste.

The new law imposing this obligatory celibacy is based on the presumption that a man cannot, if he has a wife and family, give of his best in a service, which, above all things, requires daring and single-mindedness. The report introducing the new measure states that "the obligations and duties deriving from the possession of a family exercise a notable influence on the serenity of spirit of persons attached to the air force."

Single Purpose.

There is the same principle behind the new law as that which enjoins obligatory celibacy on the Catholic priesthood, whereby, according to the belief of the Church, a man cannot at the same time serve his sacred mission and his family.

The Italian aviation authorities believe that pilots must be young men and allow them to marry after the age of 30, on the supposition, that in the majority of cases, by that time, they will go into the ground services.

The new regulation only applies to military and naval airmen; aviators in the commercial services being free to marry when they like.

In the army and navy, the earliest age for marriage is 25. In the case of junior officers, both military and naval, the possession of private means or the bringing in of a dowry by the wife is also necessary.

Women will become bald-headed just like men do, if they persist in having their hair cut "a la male" and wearing tight hats; according to several London doctors. Hairdressers here, however, and one woman doctor, entirely disagree with the assertion. They first declare that the more a woman's hair is cut, the more it grows while the female M.D. exclaimed: "My only fear is that it will make women grow breads and moustaches."

Choose Glaxo for your Baby

Your Baby's future health depends on your choice of his food. You must choose the food you know is best, for you dare not endanger your Baby's progress by experimenting.

Be guided by the experience of the great number of doctors, nurses and mothers who choose rightly by choosing the best food they know—Glaxo.

Choose Glaxo for your Baby now! And be free for ever from any anxiety as to Baby's steady progress towards healthy, strong-limbed, merry-hearted childhood. Ask your Doctor!



"Builds Bonnie Babies"

When Baby is 6 months old

or when he cuts his first tooth, add a little Glaxo Malted Food to his Glaxo. This will provide the best means of accustoming baby, gradually and naturally to taking more solid food. Obtainable where you buy Glaxo.



Sole Agents:—

W. R. LOXLEY & Co.

BOOKS & PAPERS

Latest News of the World, Sporting, Children's and all kinds of Home papers; Magazines, Ladies' and Children's Fashions, Lough Publications, Story Books, Novels, Tit-Bits, The Humourist, etc. and also Stationery of all kinds.

OBTAINABLE AT—

VICENTE ATIENZA & CO.

Tel. K. 155.

54, Nathan Road Kowloon.

PICTURES AND PRINTS.

SIGNED AND UNSIGNED ETCHINGS
PHOTOGRAVURES
AUTOTYPES
WATER COLOUR DRAWINGS

Reproduction of well-known masterpieces by the

MEDICI ART SOCIETY

Oil Paintings Restored and Reframed.

Etchings and Prints sent on
Approval Free of Charge.

ARTS & CRAFTS,

PRINT SELLERS

SHANGHAI.

MILKMAID
MILK

"STERILISED
NATURAL"
(Coloured Label)

Fresh Milk in a tin
ready for use.

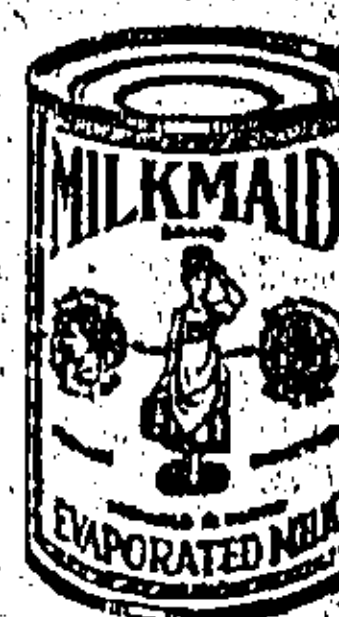
For TEA and
DRINKING PURPOSES.

WOMAN'S
WORLDMILKMAID
MILK

"EVAPORATED"
(Gold Label)

Condensed to three
times its natural
richness in cream.

For COFFEE and
COOKING PURPOSES.



One of the new "beauty hats," which are now firmly established. It is in flax blue straw, lined and trimmed with ribbon in the same tone. The flowers shade from blue to mauve.

KNEE CLOCKS.

NEW STOCKING FASHIONS.

The woman who is still unconvinced that legs are merely legs these days, may be interested in the new leg featuring device, the knee-clocked stocking. Where clocks were once posed at the ankle they are now being worn just below the knee, extending downwards on the calf. When worn on the upper part of the leg clocks are wide and lacy in effect. They may either be kept in harmony with the shade of the stocking or be in contrasting colour. One sees such examples as pale nude stockings with black clockwork carried out in lacy design. As a rule, the knee clock is six inches in length and an inch wide at its widest part.

Tan stockings of rosy cast are not as popular as sunburnt shades at present. Yellowish tan tones which resemble the colour of sunburnt flesh are being effected even before Summer approaches. Street shades include ochre, honey, sable, stamboul, cascade and sand. The shades preferred for evening are champagne and Mandarin. Mandarin, a yellowish peach tone, will also be worn with Summer

frocks owing to its resemblance to natural sunburn.

Two-toned stockings or stockings with contrasting coloured heels, are still being worn by many well-dressed women and it is thought that this idea carried out in gunmetal stockings with black heels will continue. Lighter tan and gray stockings with dark heels, however, will not be as successful as monotone effects in these shades. Where the light coloured shoe is worn the stocking is usually of solid colour in tone with the shoe.

A clever little comb for bobbed hair is made with a dagger-shaped handle. The entire comb is so flexible that it can be slipped into the rolled stocking without being bunglesome. The dagger handle extends above the stocking roll and the comb is held secure by the round garter. Pirates formerly carried their daggers in their boot tops and Milady to-day carries her comb in like fashion. Dagger combs come in an assortment of colours.

Dance frocks with tight bodices and bouffant skirts are being made of black, silver-grey and sea-green taffeta, with sparse trimming, usually consisting of a silver or gold rose at shoulder and waist.

BEAUTY CONTEST WINNER.



Haskell Coffin chose this girl in a beauty competition for her sweetness and appeal.

PERFECT BEAUTY.

EXPRESSION AND STRUCTURE
ANALYZED.

I have been asked to define beauty, dissect it and analyze its ingredients, its dimensions and to cite illustrations of just what it looks like when realized.

But, is there such a thing as perfect beauty? I think not. It's so much a matter of personal preference that I doubt if it can be found in any one type—unless it is the Venus de Milo, and the Milo is only a work of art—imagination.

Each person has his own particular ideas about beauty—what appeals to him and what does not. Preferences in colouring, formation, size and expression differ with each individual.

Yet there are some general definitions that any person desiring to be measured by beauty standards must fulfill.

Beauty is Compound.

First, beauty is no single thing. It is a compound of two ingredients, generally speaking, in about the proportion of 50-50: 50 per cent structure and 50 per cent expression. Not just features, but the whole carriage, the expression of hands, carriage of the head, enter into it.

Both expression and structure can be analyzed further. But neither makes for beauty alone. A perfectly formed woman with the loveliest features in the world and lovely skin and colouring still has some important something lacking if she is unintelligent, "dumb."

On the other hand a woman with a tremendous charm of expression but not very pretty may still be acclaimed a beauty. I am acquainted with positively ugly women who knew how to capitalize expression and be "knock-outs." In choosing models to paint I prefer beauty of expression above perfection of features.

For, while the structure of features is an act of Providence often generously bestowed, often harshly, expression is the 50 per cent of beauty that a person can cultivate. Expression is the sum total of a woman's character, her disposition, her temperament.

She Got the Vote.

As a judge once in a beauty contest, the girl who got my vote was not as perfectly formed as the others but her expression had an infinite sweetness and appeal that brought one's eyes back to her pleasantly.

In turn we asked each "beauty," "What is your ambition?" One and all would be movie queens, Broadway stars, artists, public successes. All, that is, except my choice. She hesitated a second and then said quietly:

"I would like to get married and have five children."

Her facial expression related that genuine feminine sweetness that most men, even modern ones, value. It gave a quality of real beauty to her.

Beauty in general should have a naturalness about it. That is one reason I do not like bobbed hair. Long hair has a natural grace that the standardized bob often lacks. The ear-molded faces and the tightly powdered faces of the tightly powdered faces of many women today harden and give them an artificiality that can never be akin to beauty.

Youth's Bloom.

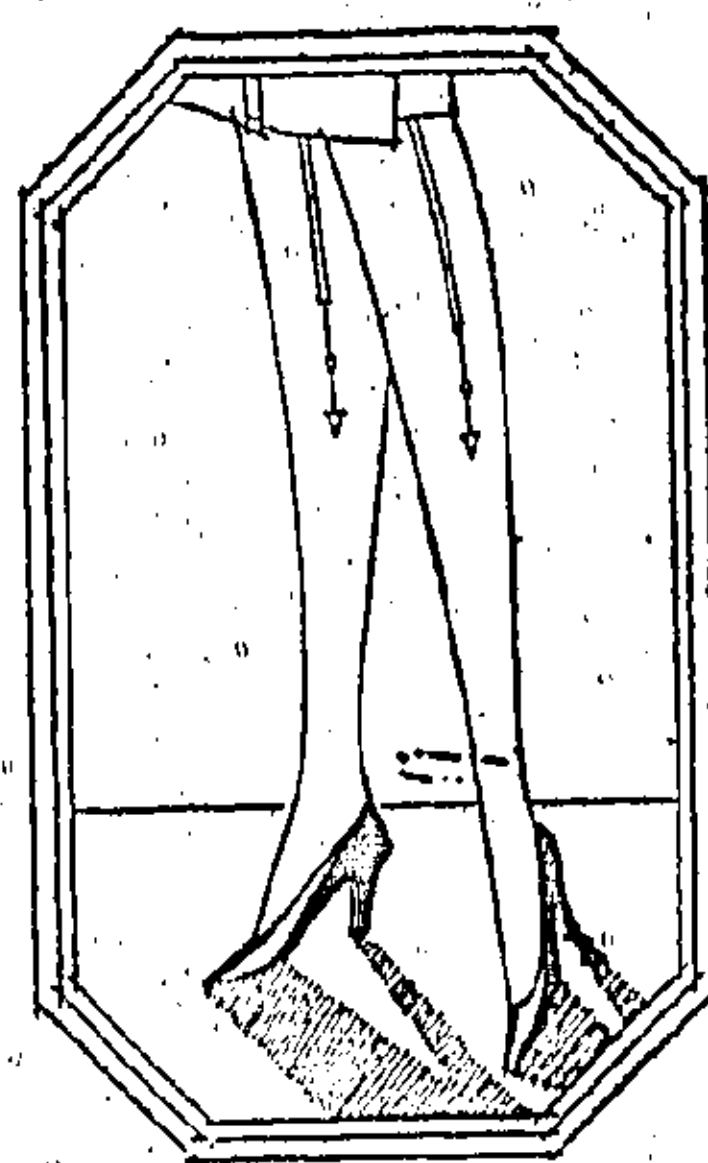
Worse, perhaps, is the young girl who uses purple, orange or crimson rouge and lip-stick. For youth has its own bloom, a delicate one, that is utterly lost under make-up.

The charm of woman is in her completeness and harmony, grace and simplicity—and a painted mask is not this, nor a part of her. Use it very lightly if you would be distinguished—makeup is an art few understand, for it must appear natural.

Who "could paint the lily or gild refined gold," as Shakespeare has said? (By Haskell Coffin).

Spring and summer fashions will see a new style in fantastic wigs to cover the deficiencies of the shingle while wearing the new wide transparent hats. Supporters of the new style argue that women are beginning to feel the lack of distinguishing hair styles in the evening, and that the shingle, however comfortable, is incapable of much variation in dressing the hair.

KNEE CLOCKS.



BEAUTIFUL LINEN.

There was a day when beautiful linen really was a housewife's pride. She still appreciates it, but hardly with the same quality of appreciation as her grandmother. Checked luncheon mats have stifled the enthusiasm.

But all pendulums have a return swing and table cloths are in fashion again, and there are many new and beautiful designs in damask from which to choose. The Elgin Marbles are the inspiration for the border of a new production, and the frieze which they make shows to advantage against a perfectly plain centre.

Those who will not have even double damask colourless are offered a choice of exquisite cloths in which the design is picked out in delicate hand tinted tones. Though so fragile in appearance, the colours are quite fast to light and laundering. The table napkins are tinted to match.

Japan vies with Ireland in these novelties and from the Far East come damask cloths in various pale tints with their border designs in linen of silvery white sheen. These designs are purely Oriental in conception and the pagodas, temples and the familiar Gates of Happiness offer a pleasing contrast to our more conventional scrolls and flowers.

If one intends to be really smart, one will not think of buying an umbrella with a little loop of leather as the handle. All the umbrellas labelled "de rigueur" in the smartest shops, are made with ornate bangles as handles. Every fastidious woman will agree that when she slips a bracelet of gilt links, inset with oblongs of jewels over her arm, it gives a more elegant finish to her toilette than does a "dumpy" carried under the arm with a flapping leather loop as a conspicuous adornment!

VERY DAINTY.



Dainty little pyjamas made in some light figured material such as flowered voile.

FASHION ADVISORS.

HOW THEY HELP THE
AMERICAN WOMEN.

New York women have long been regarded as among the best-dressed women in the world. Credit for this is due entirely to the woman of means, who has always had at her command the aid of couturiers and smart shops. Now, however, New York promises soon to have the enviable distinction of containing few women who are not dressed at all times with exquisite correctness. With this object in view, the large department stores have inaugurated "fashion advisers."

Details Perfectly Blended.

"The best-dressed woman," says Mrs. Ogden, fashion oracle at Altman's, one of the first stores to install a fashion adviser, "is the woman whose clothes you do not notice at all, or at least, you notice no particular details. For all these are so perfectly blended they give an effect of complete harmony."

"The frock is only the foundation, and should be muted to the accessories. No longer ago than 1918 the dress itself was the important thing. Now it is merely the background upon which to work. Blended colours in hat, shoes and hose, gloves and bag, should create an ensemble in which the woman's best features are accentuated, her worst disguised, and out of which her personality emerges."

Only Youth is Very Sure.

It is mostly the women of thirty or upwards who come to Mrs. Ogden for help. The younger woman is apt to be too set in her style to permit censorship of the over-elaborate frock, rakish hat, and "collegiate" coat. Many women, however, of sixty or over, manifest an eager interest in the art of correct dress and anxiously seek her advice.

It was not until the writer had returned home from the interview with Mrs. Ogden that she suddenly realised that she had not noticed a single detail of the lady's attire. And she had gone with a distinct intention of taking it all in, with a possible view to criticism. The mental picture of Mrs. Ogden remained—her vivid, intelligent face, unadorned by make-up, her flashing smile, and heavy mop of auburn hair; but what on earth was the colour of her dress and shoes? Mrs. Ogden had justified the "fashion adviser."

Not only in the matter of means, of individual taste, will the fashion advisers be of help, but in the saving of precious time. With a sensitive understanding of colour and line, and a complete knowledge of the latest modes, she will show the shortest road to chic.

Shortcomings Made Good.

To them may go the sorrow-complexioned girl, and receive suggestions for a blended ensemble bringing out her latent warmth of hair and eyes. The person of too generous curves may learn the type of frock that will give the effect of straight slim lines. No woman, after consulting the fashion adviser, need feel guilty of wearing the improper clothes on her first ocean voyage or her first trip to Palm Beach or St. Moritz.

Advice Free.

All the service is given gratuitously, the raison d'être being, of course, one of salesmanship, for while a woman seeking advice as to the correct clothes to buy is not obliged to do so at the shop whose adviser she consults, nevertheless when just the right frock is put before her she is not apt to go elsewhere to buy.

CURTAINS IN SUMMER.

It is the customs of many housewives to take down every window curtain at the approach of summer. In the meantime the windows remain bare and unattractive, causing rooms to lose their charm. They are filled with the unobscured glare of the summer sunshine which fades all the furnishings. When privacy or subdued light is desired the only course is to close the typhoon shutters or to pull down the blinds and incidentally to shut out the fresh and whatever breeze there is.

Modernism has replaced this old-fashioned idea. Curtains are a necessity the year round. In place of the heavy curtains used for winter, sheer and light coloured material is suggested. This would serve every necessary purpose of curtains, retain softness and charm in each room and add to its comfort.



As a study in line and colour, the medium sized hat is very interesting. This model is of green crinoline straw with pink and red carnations made out of feathers. The crown is pinched in at the side to give a more interesting droop—and a good excuse for focusing the flowers at that point.

GOOD TASTE IN
CORRESPONDENCE.

Formal invitations in the third person should always be answered briefly, and in the third person also, except when they are from quite intimate friends, when a little personal note of acceptance or refusal is better.

Informal invitations, on the other hand, must be replied to with equal informality.

Stationery of the best quality of its kind should be used for private correspondence. It is not very good taste to use that of too conspicuous tint and size, but the woman of individuality likes to make her own special notepaper of some distinctive shade and character.

There is much variation and room for personal preference nowadays in the manner in which the address, &c., appear at the top of the sheet.

A modern note is to have it reproduced in one's own handwriting. Letters ought always to be plainly dated, not just with the day of the week, but the month and year. This is particularly important where business correspondence is concerned.

Special-Paper Required.

The woman with many business interests should keep special businesslike notepaper for this branch of her correspondence.

A subtle fragrance clinging to the sheets and envelope reminiscent of the sweet essence we generally use, may be very fascinating, but a letter which gives forth a cheap, strong scent is not a good advertisement of the fastidious tastes of the sender.

A stamped and addressed envelope ought to be enclosed in a letter to a complete stranger from whom a reply to some query is desired.

Girls whose circulation is inclined to be poor are often troubled with "gooseflesh" on the upper arm, which entirely spoils the arms for evening dress. To remove the disfigurement, take a loofah, dip it in warm water, then smear very liberally with soap. Wash the arms in hot water, then scrub briskly with the soaped loofah till the skin is warm and glowing. Rinse off the soap and rub into the skin a little cold cream. This treatment stimulates the circulation and makes the arms soft and white.

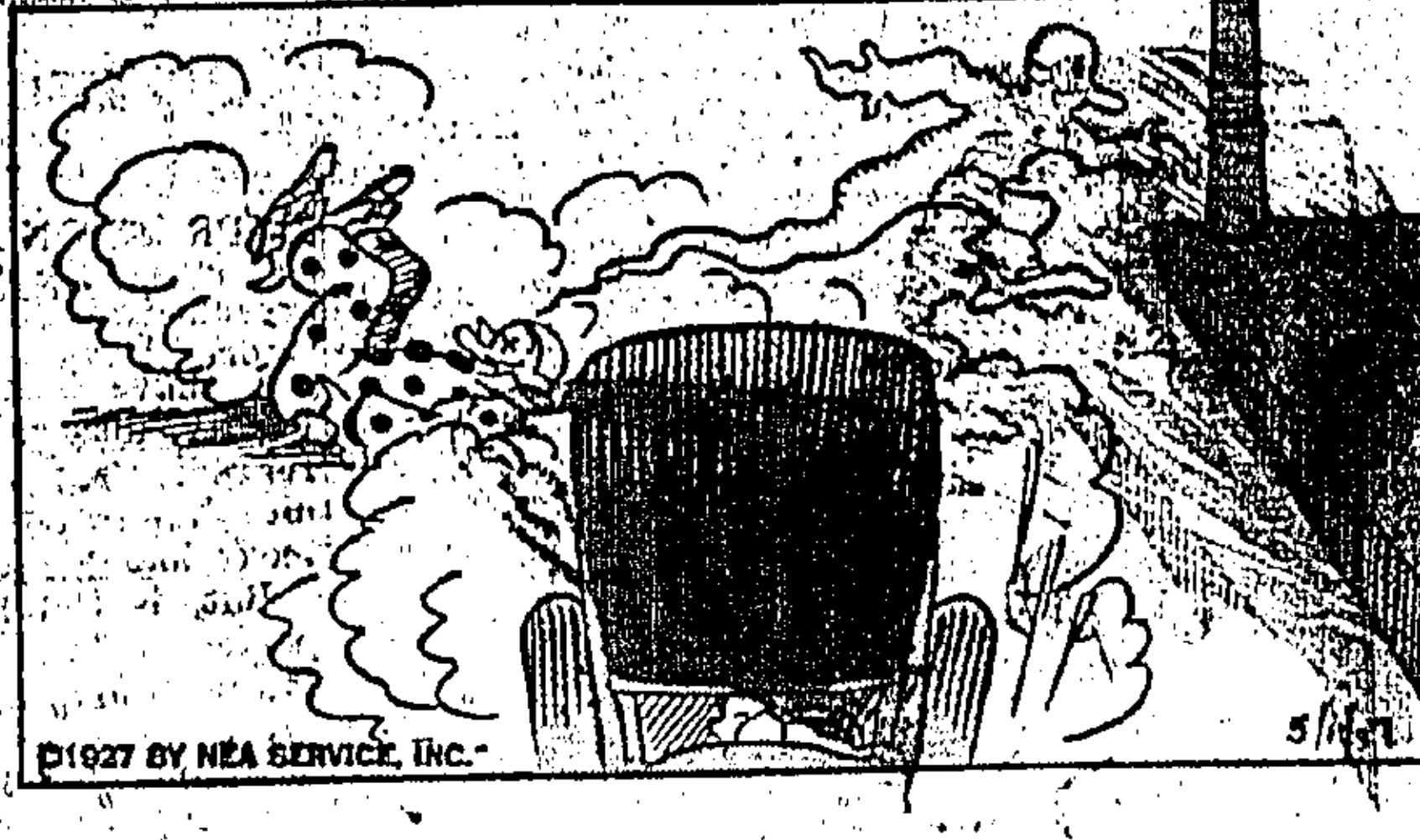
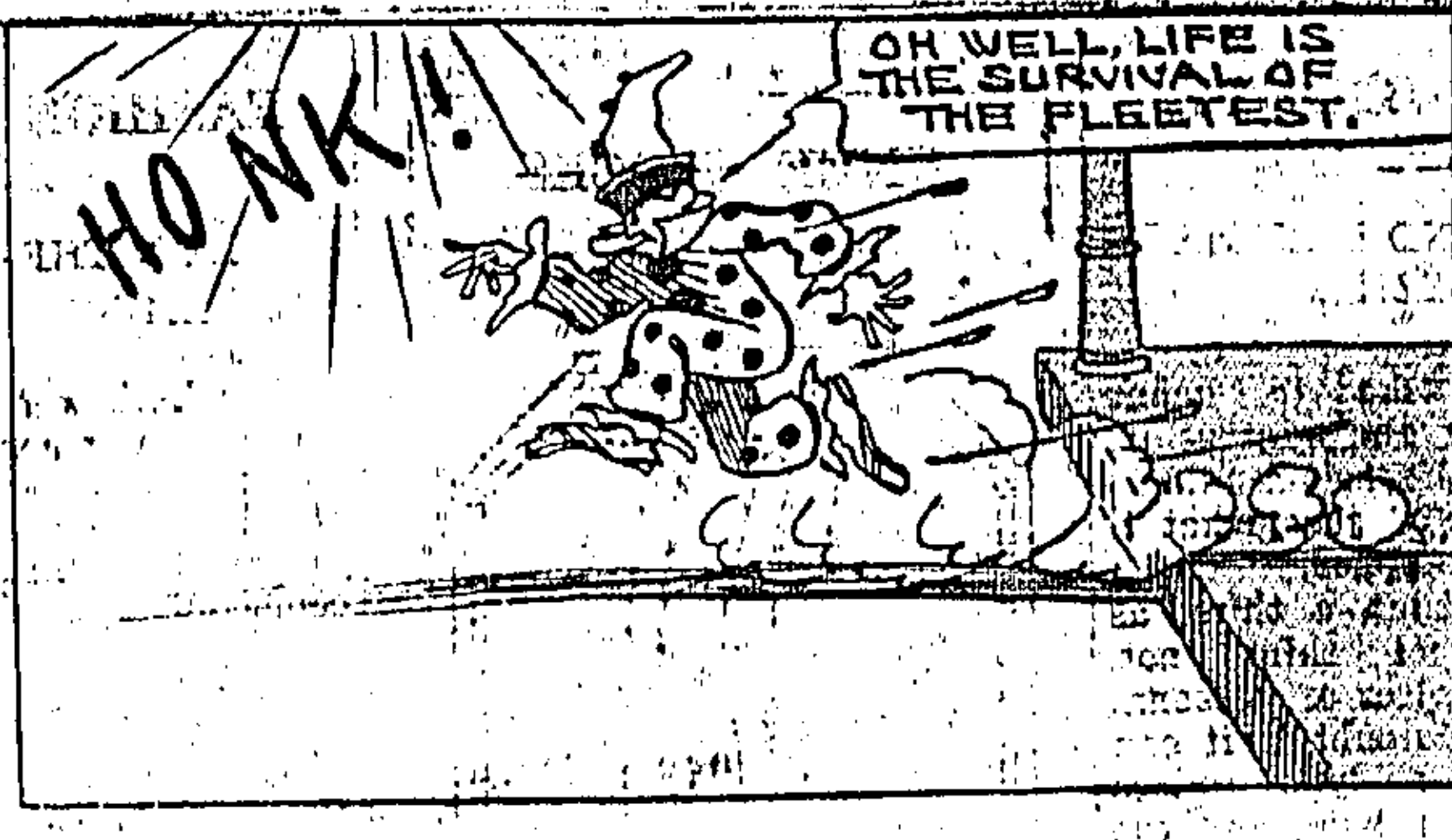
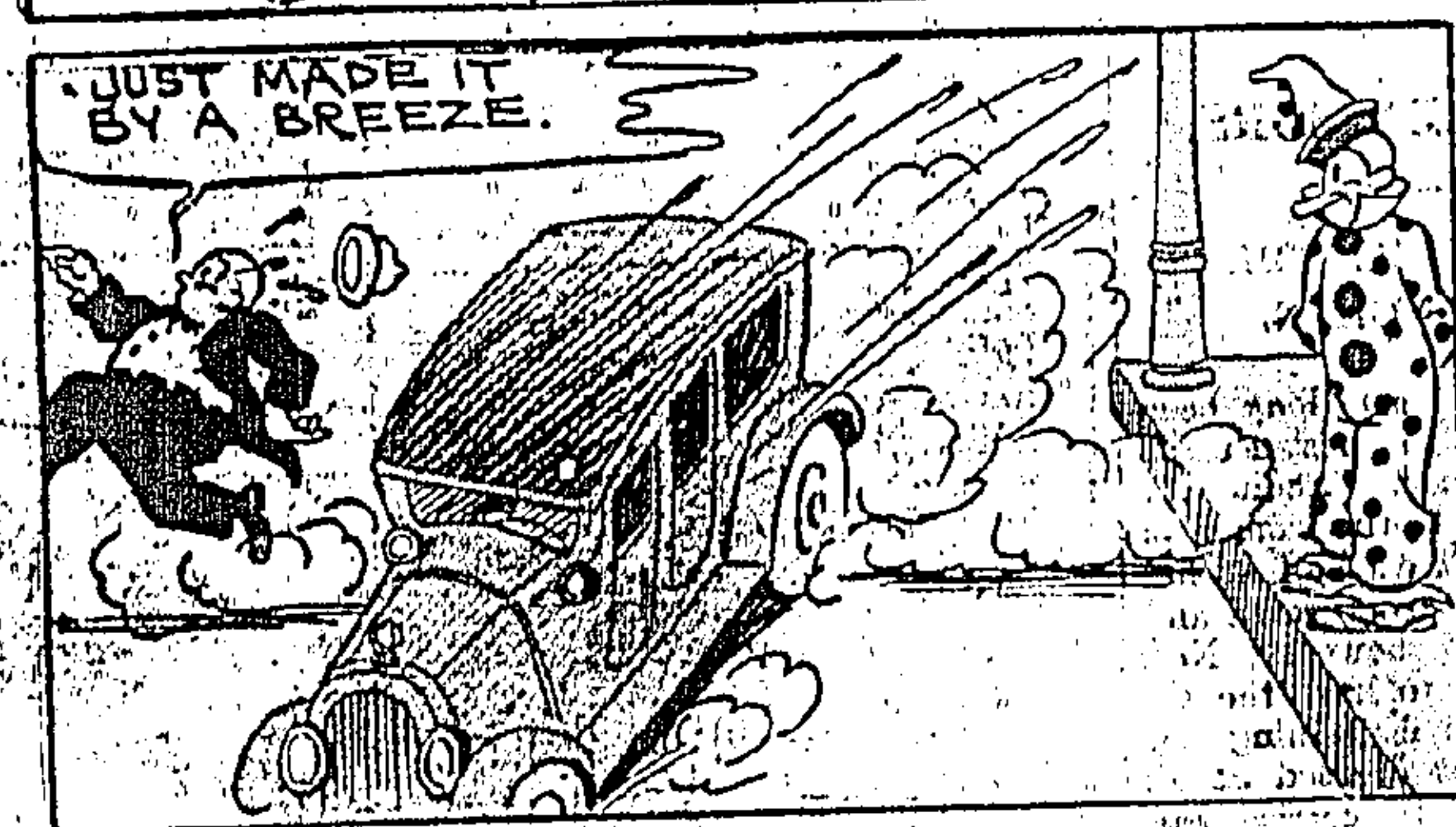
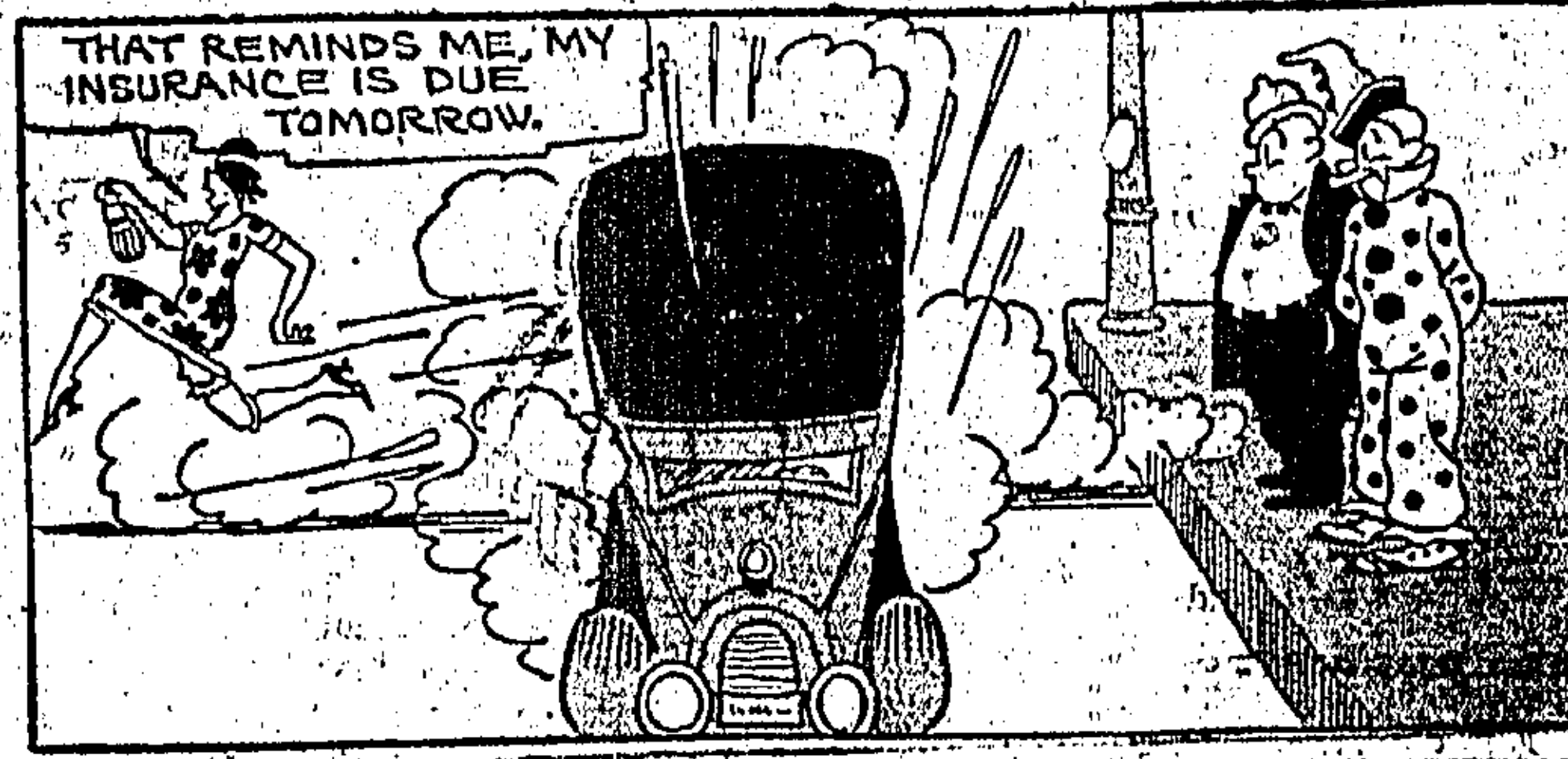
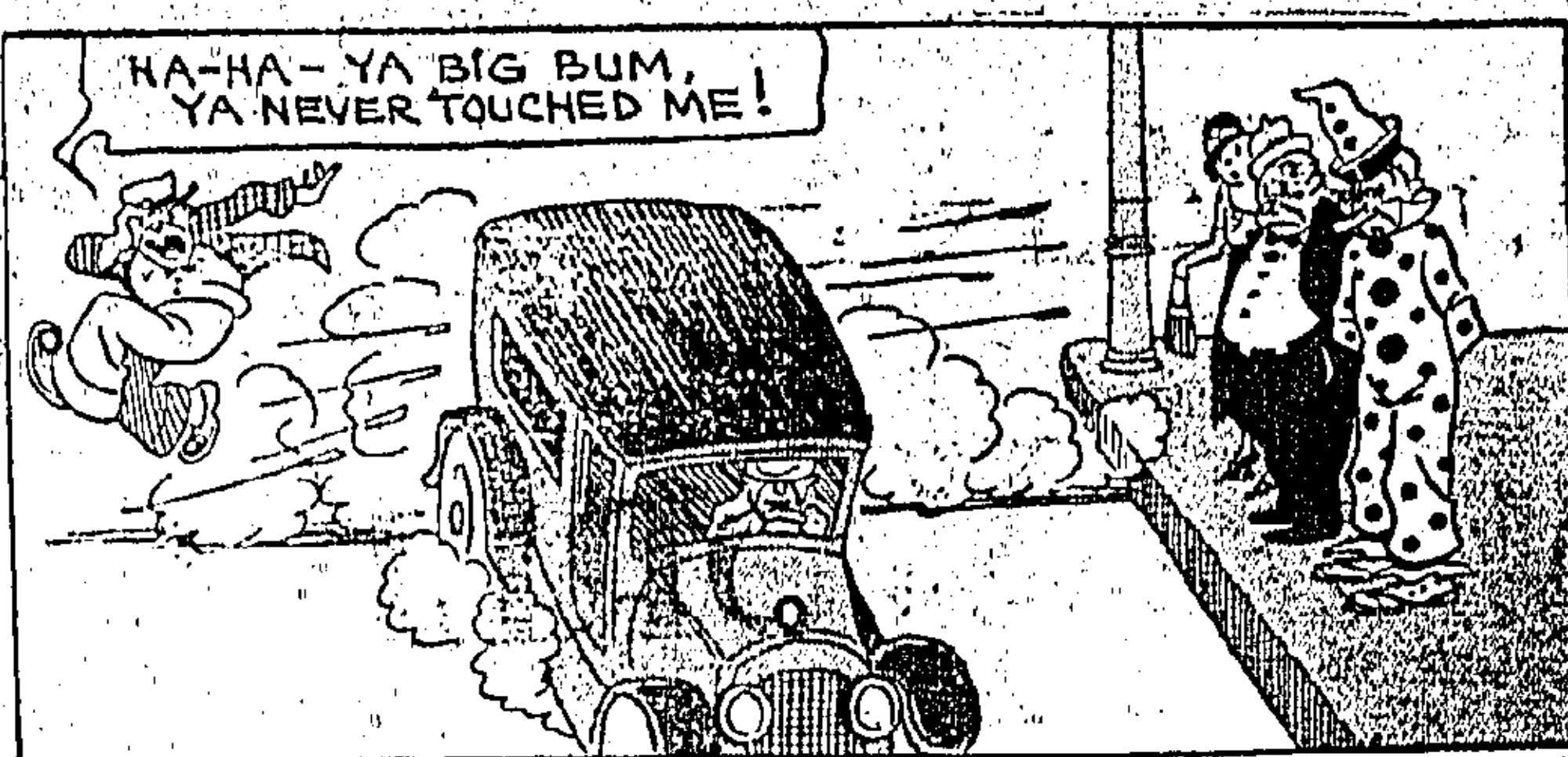
A PERFECT PROFILE.



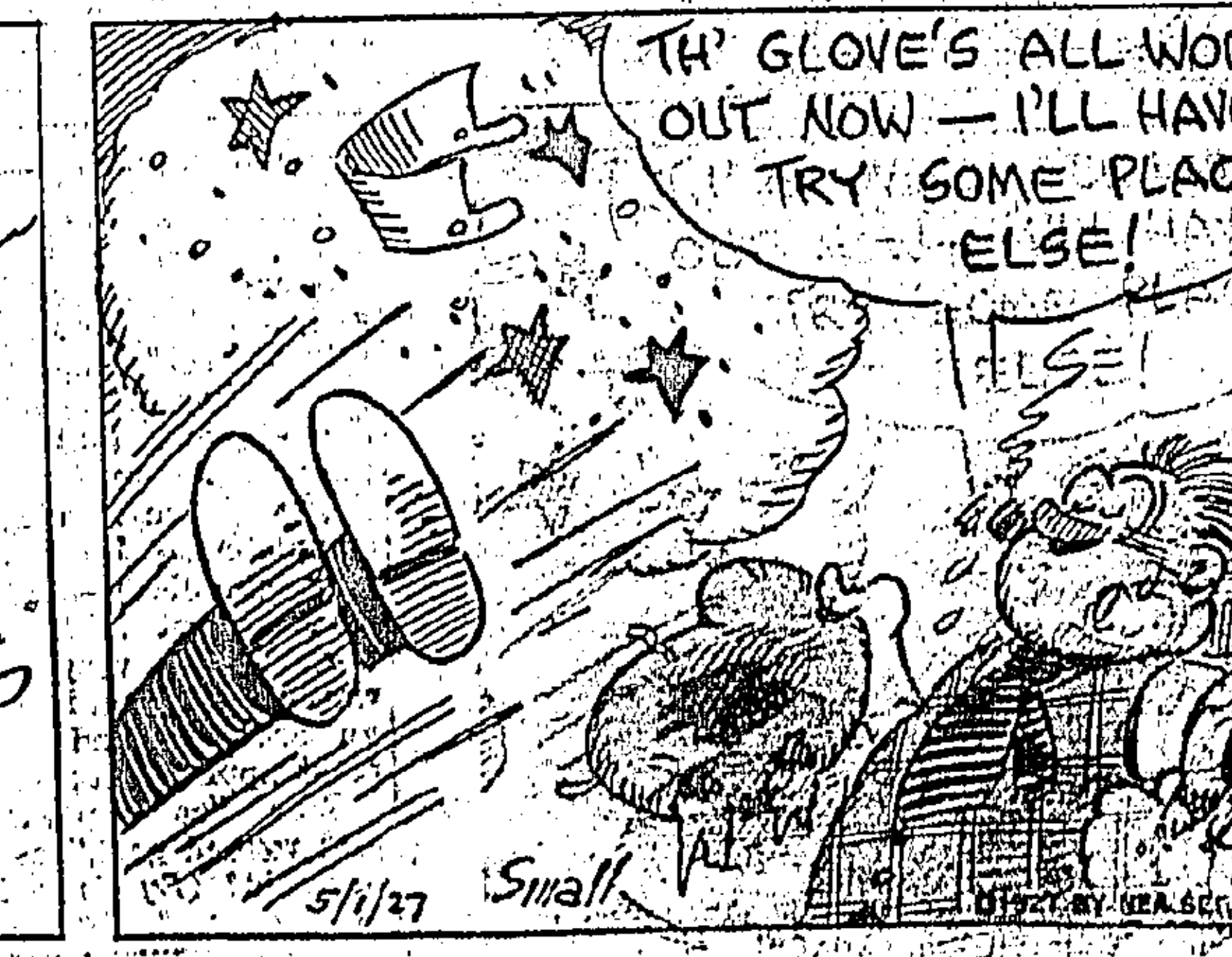
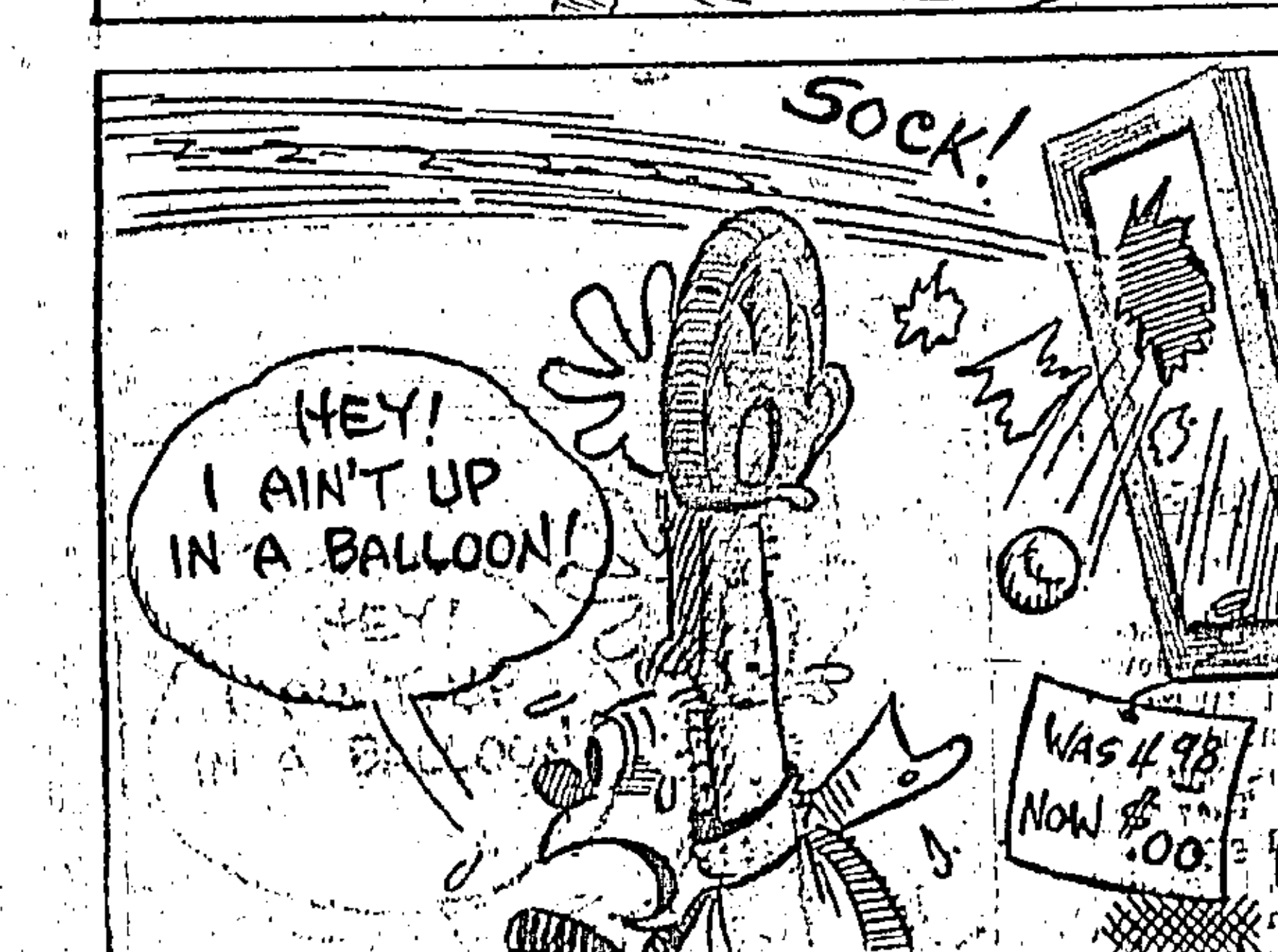
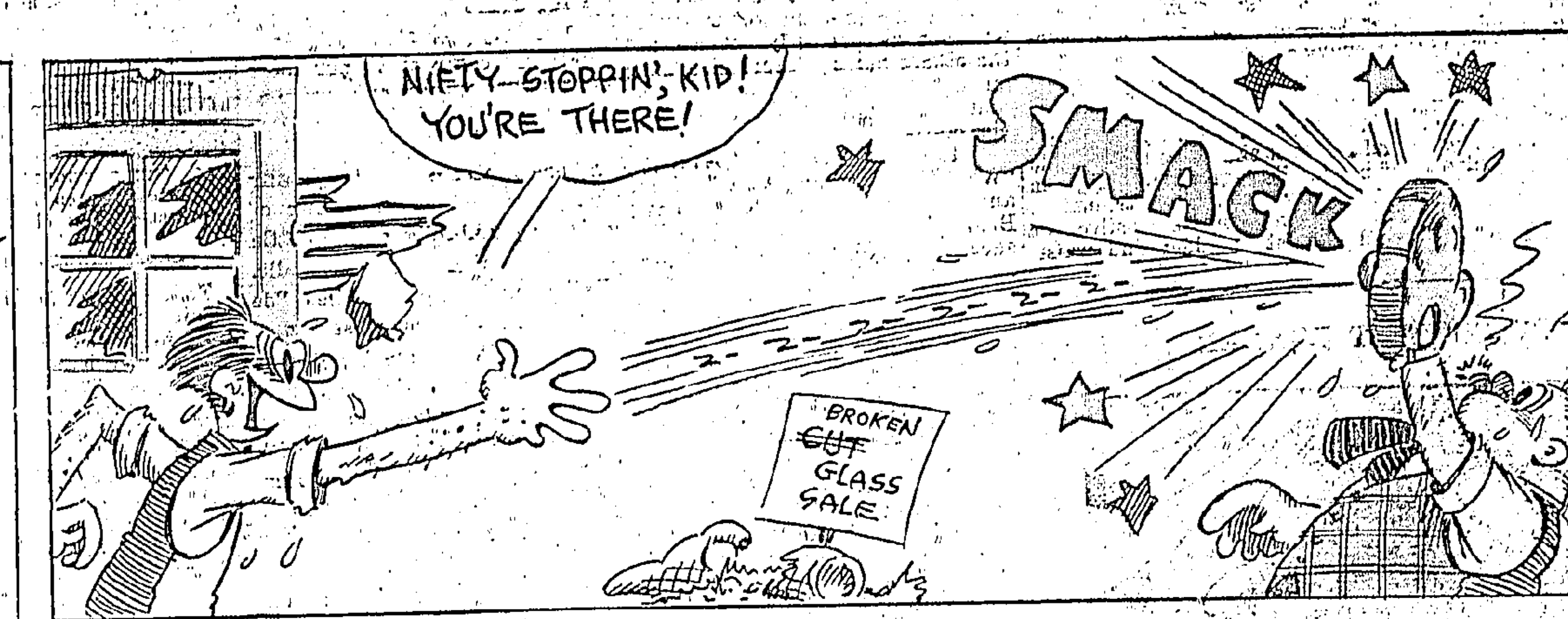
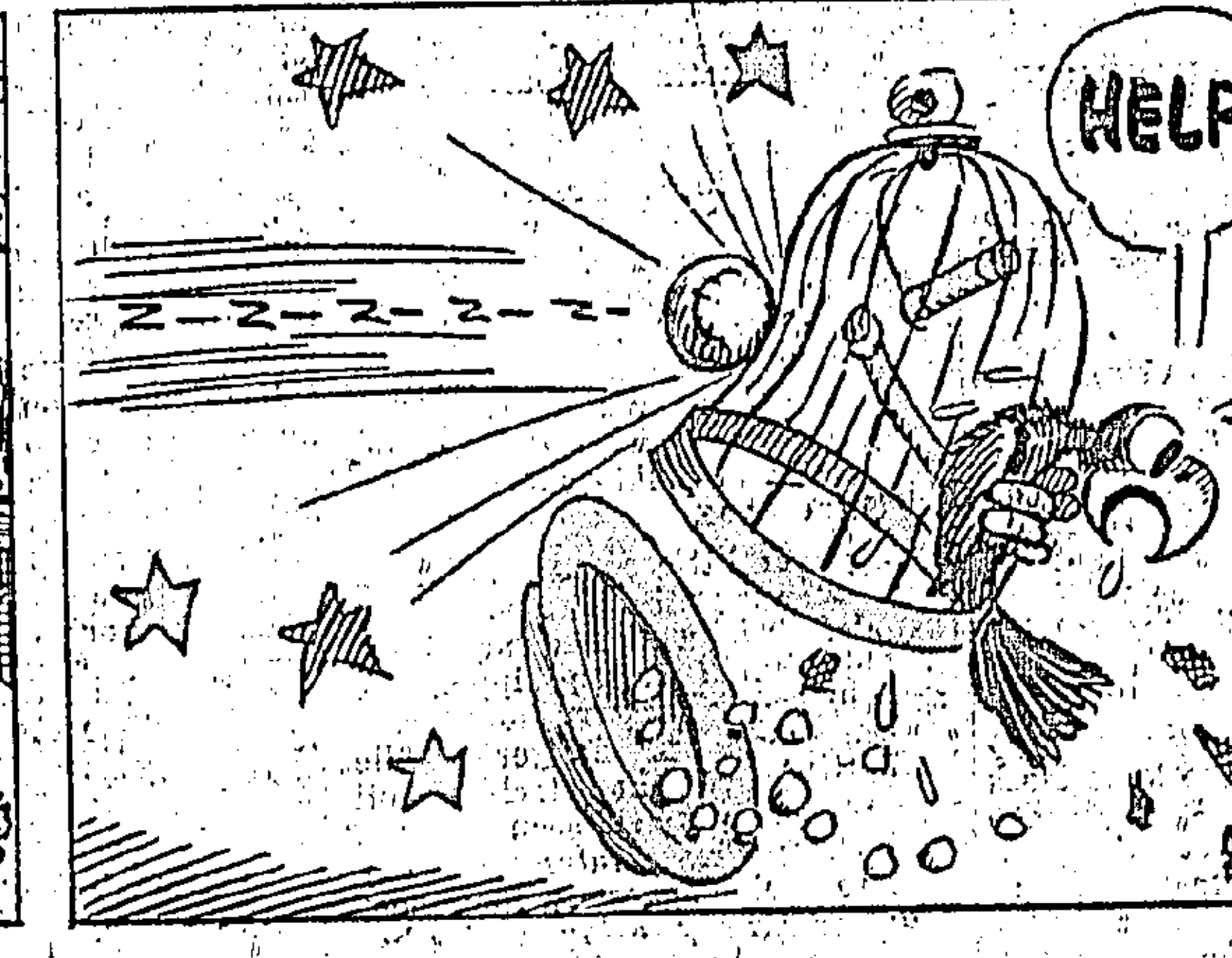
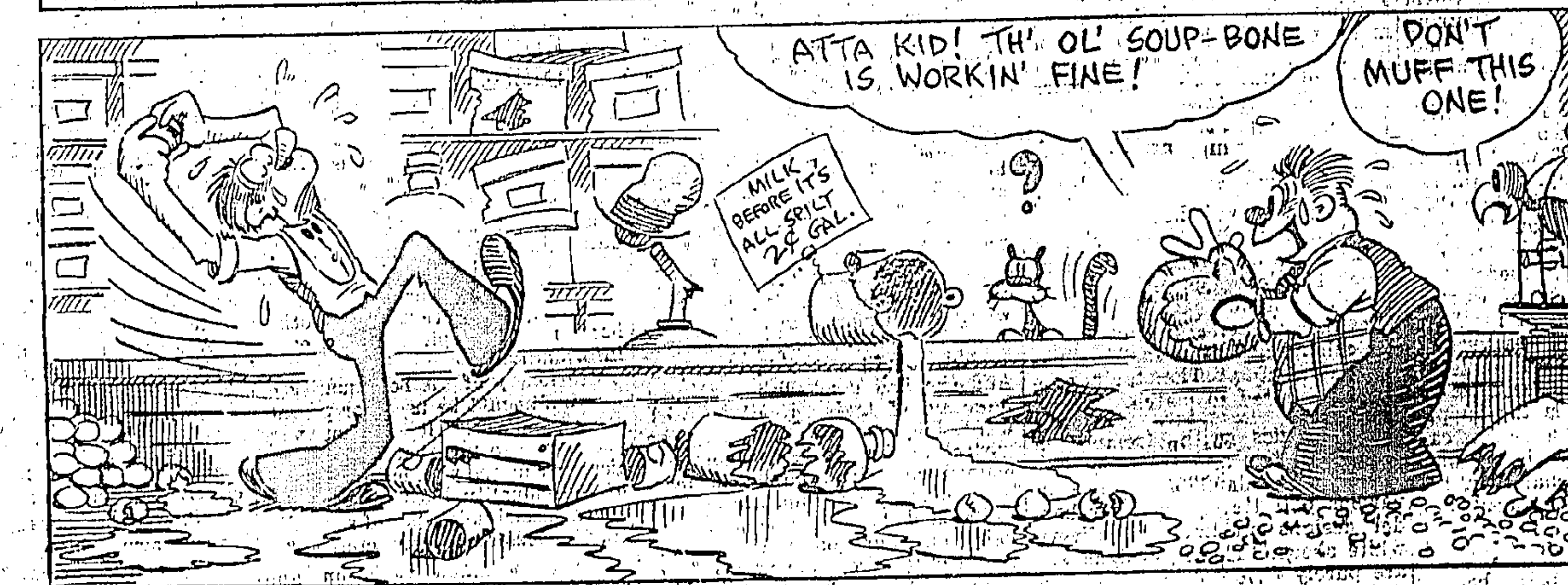
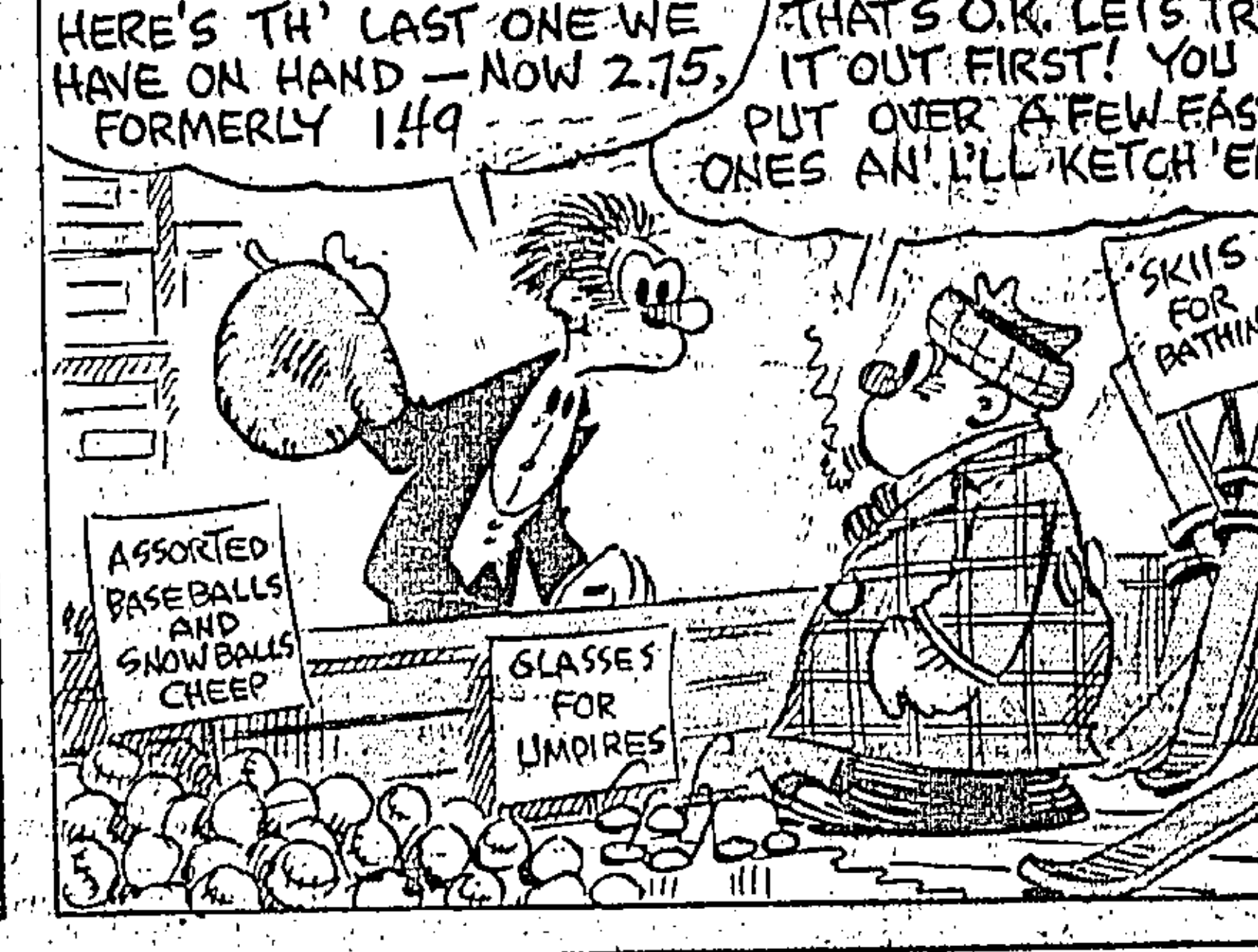
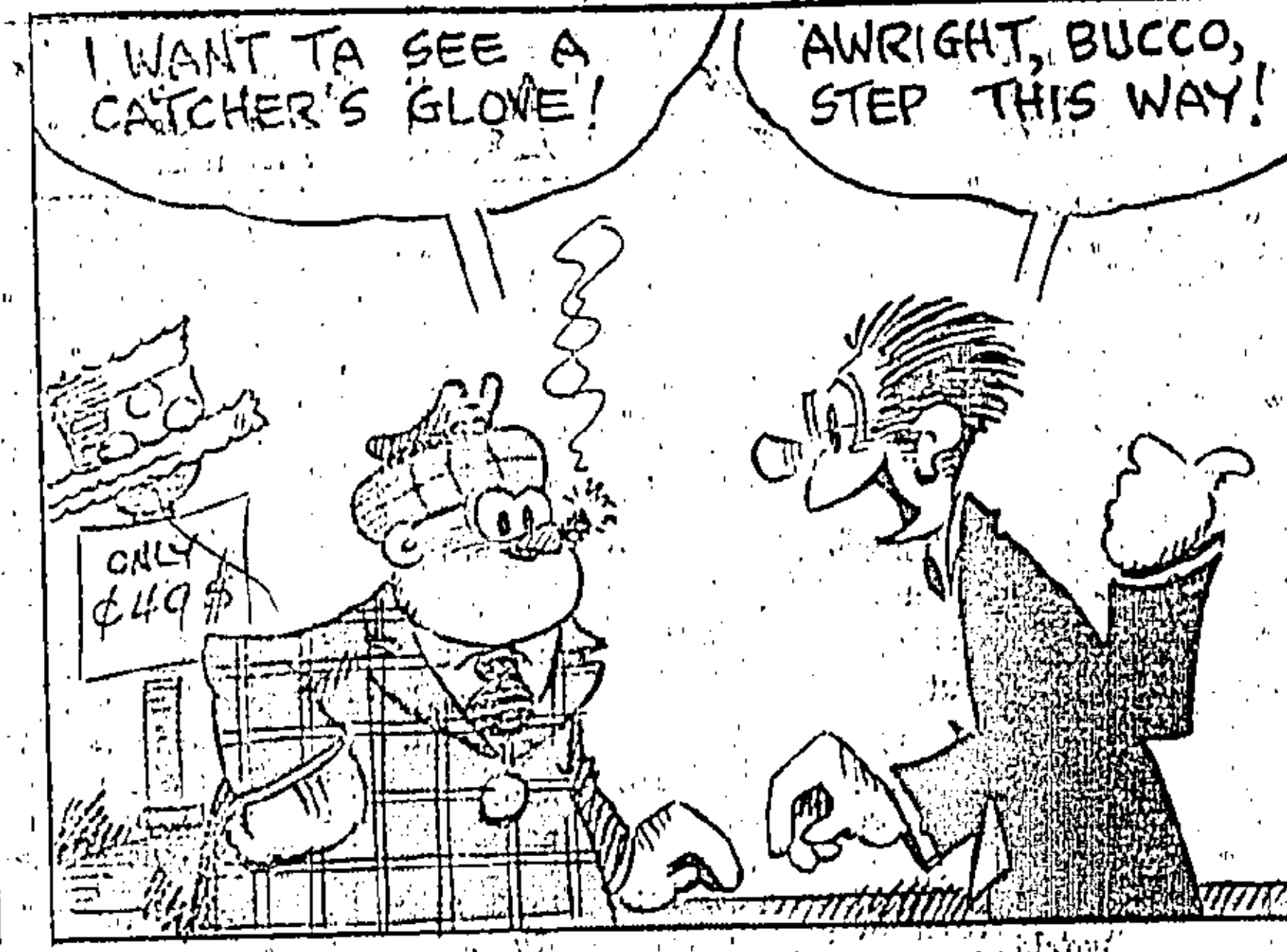
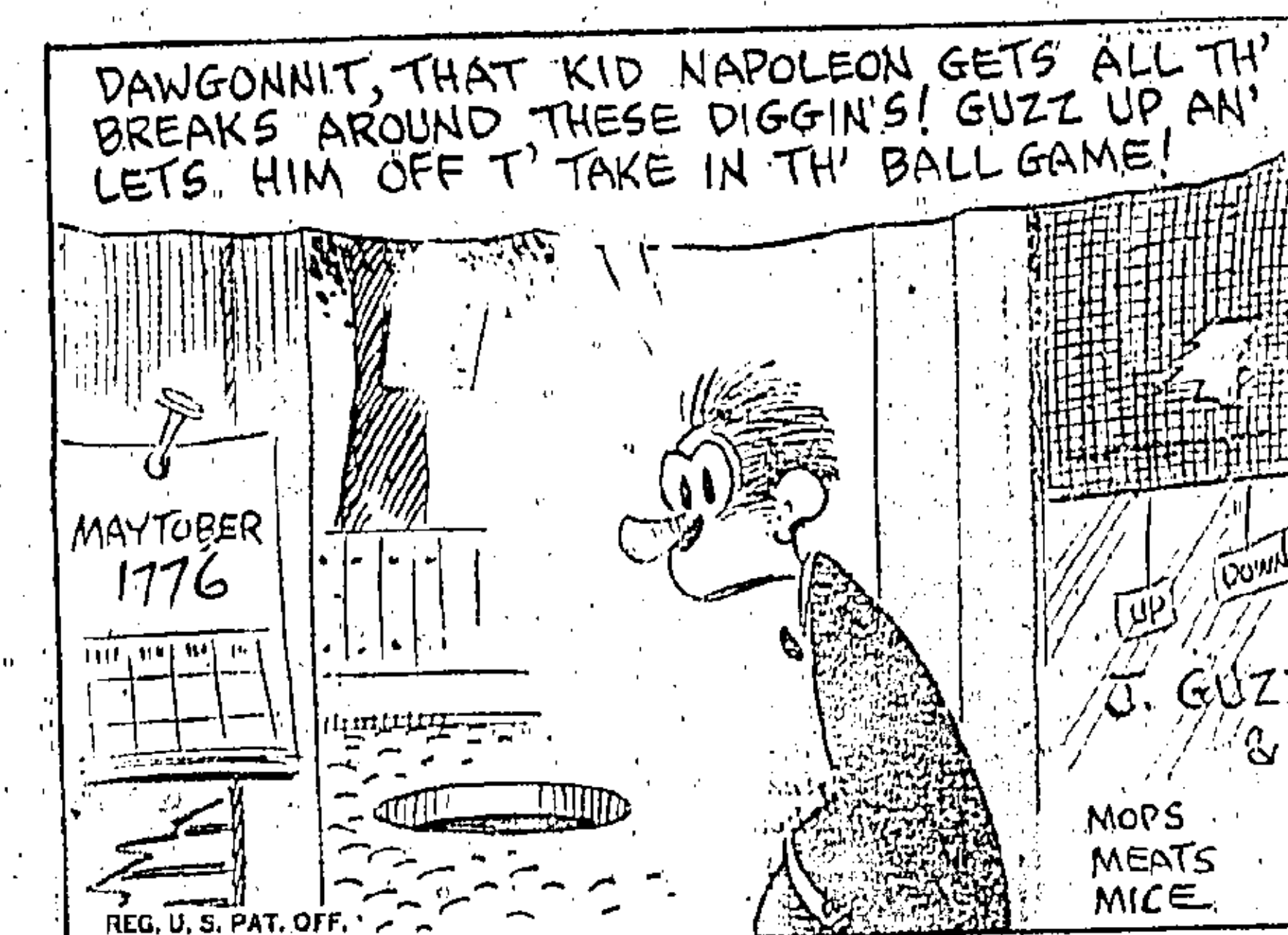
This masterful oil portrait by Haskell Coffin illustrates precisely his ideally proportioned profile.

Go-Go the Jester

By JIM LIVERY



SALESMAN SAM



WHITEWAYS FOR STANDARD VALUES

Surplus

HEAD OFFICE—SINGAPORE

Branches, agencies and Correspondents in the principal cities of the world.

Every description of Banking and business transacted.

KO LEUNG



LONDON SERVICE

"AUTOLYOUS" 6th June London, Hull, Rotterdam & Hamburg
 "DIOMED" 14th June. Mar. les. L. Ann. R. dam. & Hamburg
 "SARPEDON" 20th June. Mar. les. L. Ann. R. dam. & Glasgow
 "AUTOMEDON" 12th July. Mar. les. L. Ann. R. dam. & Hamburg
 * Call at Casablanca.

LIVERPOOL SERVICE

"THESEUS" 20th June. Genoa, Havre, Liverpool & Glasgow
 "OANFA" 20th July. Genoa, Havre, Liverpool & Glasgow
 "ATREUS" 20th Aug. Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE

Via KOBE & YOKOHAMA
 "TALHYBIUS" 9th June. Victoria, Vancouver & Seattle
 "ACHILLES" 2nd July. Victoria, Vancouver & Seattle

NEW YORK SERVICE

"ELPENOR" 5th June. New York, Boston & Baltimore
 "AGAPENOR" 3rd July. New York, Boston & Baltimore

PASSENGER SERVICE

"SARPEDON" 20th June. Singapore, Mar. les. & London
 "PATROCLUS" 27th July. Singapore, Mar. les. & London
 "ANTENOR" 24th Aug. Singapore, Mar. les. & London
 "HECTOR" 5th Oct. Singapore, Mar. les. & London

Also cargo steamers with limited passenger accommodation at specially reduced rates.
 For freight and passage rates and information apply to:—

Butterfield & Swire,
 Agents.

DOLLAR STEAMSHIP LINE

AND

AMERICAN MAIL LINE.

(Admiral Oriental Line)

JOINT TRANS-PACIFIC SERVICE

A Regular Weekly Sailing

TO SAN FRANCISCO OR SEATTLE

THE "PRESIDENT LINERS."

TO SAN FRANCISCO VIA HONOLULU, SHANGHAI,
 KOBE AND YOKOHAMA.

"THE SUNSHINE BELT"

PRESIDENT PIERCE... Tuesday, June 7th, 1.00 a.m.

PRESIDENT TAFT ... Tuesday, June 21st

PRESIDENT JEFFERSON ... Tuesday, July 5th

PRESIDENT CHANT ... Tuesday, July 19th

PRESIDENT MADISON ... Tuesday, Aug. 2nd

THEREAFTER FORTNIGHTLY SAILINGS ON TUESDAYS.

HONGKONG TO EUROPE

SPECIAL LOW RATES

Via San Francisco or Seattle

£120 £112

DIRECT CONNECTIONS WITH ALL ATLANTIC LINES.

Choice of railway lines across United States and
 Canada, with liberal stop-over privileges for sight-seeing.—
 Ask for information. Following are suggested itineraries:

From Hongkong	Via	Connecting with Steamship	From N. York	Arriving at
June 7	San Francisco	Olympic	July 9	O'berg's H'mptn July 15
June 15	Seattle	Gen. Washington	July 13	O'berg's H'mptn July 21
June 21	San Francisco	Gen. Washington	July 23	O'berg's H'mptn July 29
June 28	Seattle	Leviathan	Aug. 1	O'berg's H'mptn Aug. 7
July 5	San Francisco	Leviathan	Aug. 6	O'berg's H'mptn Aug. 12
July 12	Seattle	Berengaria	Aug. 10	O'berg's H'mptn Aug. 16
July 19	San Francisco	Leviathan	Aug. 20	O'berg's H'mptn Aug. 26
July 27	Seattle	Aquidnan	Aug. 24	O'berg's H'mptn Aug. 30
Aug. 2	San Francisco	Leviathan	Sept. 3	O'berg's H'mptn Sept. 9
Aug. 9	Seattle	Leviathan	Sept. 6	O'berg's H'mptn Sept. 12
Aug. 16	San Francisco	Olympic	Sept. 17	O'berg's H'mptn Sept. 23
Aug. 24	Seattle	Berengaria	Sept. 21	O'berg's H'mptn Sept. 27

TO SEATTLE AND VICTORIA VIA SHANGHAI,
 KOBE AND YOKOHAMA.

"THE FAST SHORT ROUTE"

PRESIDENT JACKSON ... Wednesday, June 15th

PRESIDENT MCINLEY ... Wednesday, June 29th

PRESIDENT LINCOLN ... Wednesday, July 13th

PRESIDENT CLEVELAND ... Wednesday, July 27th

PRESIDENT PIERCE ... Wednesday, Aug. 10th

THEREAFTER FORTNIGHTLY SAILINGS ON WEDNESDAYS

TO EUROPE AND NEW YORK.

VIA MANILA, STRAITS, COLOMBO, SUEZ,
 PORT SAID—ALEXANDRIA—NAPLES
 —GENOA—MARSEILLES.

Thence to BOSTON AND NEW YORK.

PRESIDENT MONROE ... Tues., June 7th, 8.00 a.m.

PRESIDENT WILSON ... Tuesday, June 21st, 8.00 a.m.

PRESIDENT VAN RUYEN ... Tuesday, July 5th, 8.00 a.m.

PRESIDENT HAYES ... Tuesday, July 19th, 8.00 a.m.

PRESIDENT POLK ... Tuesday, Aug. 2nd, 8.00 a.m.

THEREAFTER FORTNIGHTLY SAILINGS ON TUESDAYS.

TO MANILA.

PRESIDENT MONROE ... June 7th, 8.00 a.m.

PRESIDENT JACKSON ... June 7th, 6.00 p.m.

PRESIDENT TAFT ... June 13th, 6.00 p.m.

PRESIDENT WILSON ... June 21st, 6.00 a.m.

PRESIDENT MCINLEY ... June 21st, 6.00 p.m.

For Passenger and Freight Rates apply to

ROBERT DOLLAR CO.
 GENERAL AGENTS.

HONGKONG AND SHANGHAI BANK BUILDING, GROUND FLOOR

Telephones Central 2477, 2478 & 795.

**HONGKONG, CANTON &
 MACAO STEAMERS.**

JOINT SERVICE OF THE HONGKONG, CANTON MACAO STEAMBOAT
 CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

CANTON LINE.

Sailings from Hongkong—Daily at 1 a.m. and 8 a.m. { (Sundays
 1 a.m. only.)
 Sailings from Canton—Daily at 8 a.m. and 3 p.m. { (Sundays
 3 p.m. only.)

FROM HONGKONG: 8 A.M. and 2 P.M. (Wednesdays only).
 FROM MACAO: 8 A.M. and 2 P.M. (Wednesdays only).

HOLIDAY EXCURSIONS TO MACAO.
 HONGKONG TO MACAO | MACAO TO HONGKONG

Friday, 3rd June.
 9.00 a.m. "SUI AN" (Excursion) | 8.00 a.m. "SUI TAI"
 2.00 p.m. "SUI TAI" | 3.30 p.m. "SUI AN" (Excursion)

Saturday, 4th June.
 9.00 a.m. "SUI AN" (Excursion) | 8.00 a.m. "SUI TAI"
 2.00 p.m. "SUI TAI" | 3.00 p.m. "SUI AN" (Excursion)

Whit Sunday, 5th June.
 9.00 a.m. "SUI AN" | 3.30 p.m. "SUI AN"

Whit Monday, 6th June.
 9.00 a.m. "SUI AN" (Excursion) | 8.00 a.m. "SUI TAI"
 3.00 p.m. "SUI TAI" | 3.30 p.m. "SUI AN" (Excursion)

Return saloon passage fare \$5.00

(Friday to Monday inclusive).

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE

UNITED KINGDOM & CONTINENT ELLERMAN LINE
 S.S. "CITY OF PEKIN" ... Mar. les. Havre, London & Hamburg ... 5th June.
 S.S. "CITY OF TOKIO" ... Havre, London, Rotterdam & Hamburg ... 18th July.
 S.S. "CITY OF GLASGOW" ... Havre, London, Rotterdam & Hamburg ... 13th August.

AUSTRALIA AUSTRAL-EAST INDIA LINE
 Sailings from SINGAPORE on 7th of every month by "CITY OF PALERMO" or "CITY OF SPARTA"
 to Java, Fremantle, Adelaide, Melbourne and Sydney and vice versa.
 Through Freight and Passenger booking from Hongkong in conjunction with "Ellerman" Line or
 other services.

BOSTON, NEW YORK & BALTIMORE AMERICAN AND MANCHURIAN LINE
 S.S. "CITY OF KOBE" ... via Suez Canal ... 13th June.
 S.S. "CITY OF CHESTER" ... via Suez Canal ... 17th July.
 S.S. "CITY OF BEDFORD" ... via Suez Canal ... 14th August.

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

ECSTON & NEW YORK AMERICAN & ORIENTAL LINE
 S.S. "COMERIC" ... via Suez Canal ... 25th July.

MAURITIUS & SOUTH AFRICA ORIENTAL AFRICAN LINE
 S.S. "TINHOW" ... From Hongkong ... 25th July.

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mowal Bay and
 Capetown.
 Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane,
 Zanzibar, Mombasa, Kilindini, Port Nelloth, Luderitz Bay, Walvis Bay and Madagascar.

For freight or passage on any of the above lines apply—
THE BANK LINE, LTD.

Telephone Central 4791.

Shortest, Most Interesting Way
 to EUROPE

To the United States—
 To Canada!
 9 Days Across
 from Japan



No long drawn out ocean trip but a direct journey with rail...
 And at each transfer, only a stop from steamer to train, Empress
 of Canada, Empress of Asia and Empress of Russia are largest and fastest
 liners across the Pacific. 17 days from Hong Kong, 14 days from
 Shanghai, 9 days from Yokohama. Then, at Vancouver, through
 the thrilling Canadian Pacific Rockies, "Fifty Swiss Alps in One."

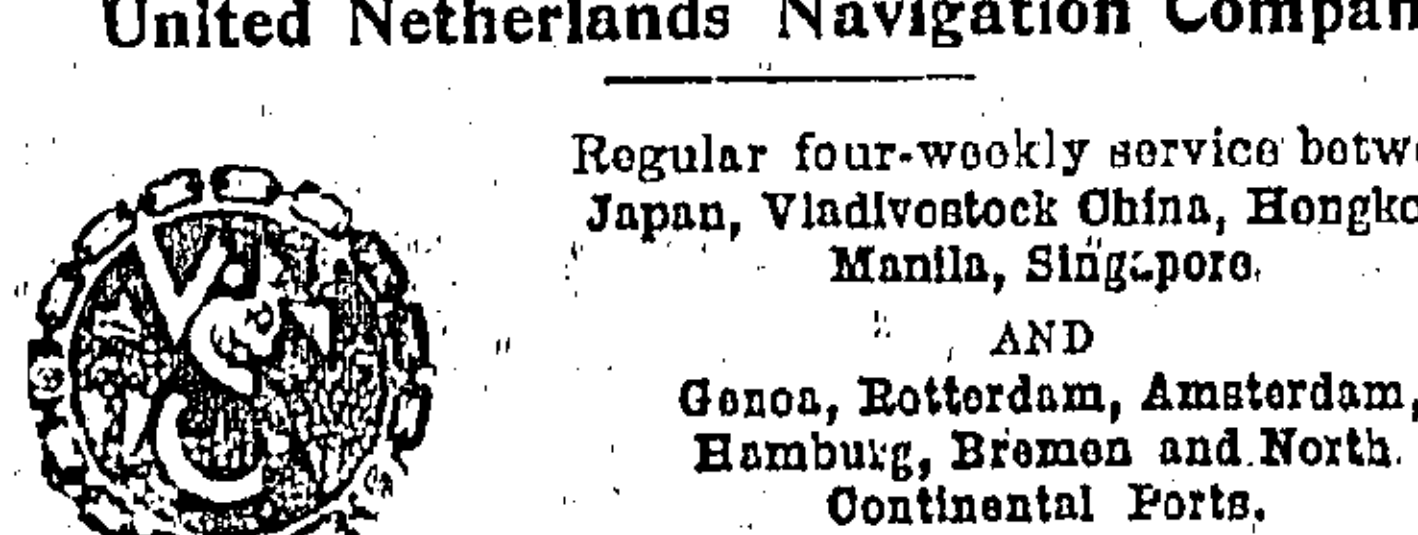
The Atlantic Empresses and Cabin Class Ships sail from Montreal and
 Quebec, 1,000 sheltered miles on the St. Lawrence, then about 4 days
 open sea, to Liverpool, Southampton, Belfast, Queenstown, Cherbourg,
 Antwerp, Hamburg. This service, combined with the Pacific, Railway
 and Hotel Services en route, offer you, or members of your family
 travelling alone, the utmost in comfort and delicious personal atten-
 tion. All one management, Canadian Pacific.

Let a Canadian Pacific agent or his representative tell you how attractive the
 through rates are and... how short, comfortable and convenient the route.



Pacific Empress Atlantic Empress

HOLLAND EAST ASIA LINE
 OF THE
 United Netherlands Navigation Company.



Regular four-weekly service between
 Japan, Vladivostok, China, Hongkong,
 Manila, Singapore.

AND
 Genoa, Rotterdam, Amsterdam,
 Hamburg, Bremen and North
 Continental Ports.

Sailings for Genoa, R'dam, A'dam, Hamburg & Bremen.
 S.S. OLDEKERK ... 13th June.
 S.S. GEMMA ... 10th July.
 S.S. ZOSMA ... 7th August.

Arrivals From Europe:
 S.S. ZOSMA ... 27th June.
 S.S. OLDEKERK ... 25th July.

All steamers have a limited accommodation for passengers.
 For Freight, Passage and further particulars please apply to
JAVA-CHINA-JAPAN LIJN,
 Agents, York Building.

Tel. Central No. 1574.

SHIPBUILDERS.
 SHIP REPAIRERS.
 BOILER MAKERS.
 FORGE MASTERS.
 OXY-ACETYLENE AND
 ELECTRIC WELDERS.
 MECHANICAL AND
 ELECTRICAL
 ENGINEERS.

—DRY DOCK—
 LENGTH 707 FEET.
 LENGTH ON BLOCKS 750 FEET.
 DEPTH ON CENTRE OF
 GILL (H.W.O.S.T.) 34 FT. 6 INS.
 —THREE SLIPWAYS—
 CAPABLE OF HANDLING SHIPS UP
 TO 3000 TONS DISPLACEMENT.
 ELECTRIC CRANE AT SEA WALL CAPABLE OF
 LIFTING 100 TONS AT 70 FEET RADIUS.

THE TAIKOO DOCKYARD & ENGINEERING COMPANY
 OF HONGKONG, LIMITED.

—TAIKOO DOCK—
 LENGTH 707 FEET.
 LENGTH ON BLOCKS 750 FEET.
 DEPTH ON CENTRE OF
 GILL (H.W.O.S.T.) 34 FT. 6 INS.
 —THREE SLIPWAYS—
 CAPABLE OF HANDLING SHIPS UP
 TO 3000 TONS DISPLACEMENT.
 ELECTRIC CRANE AT SEA WALL CAPABLE OF
 LIFTING 100 TONS AT 70 FEET RADIUS.

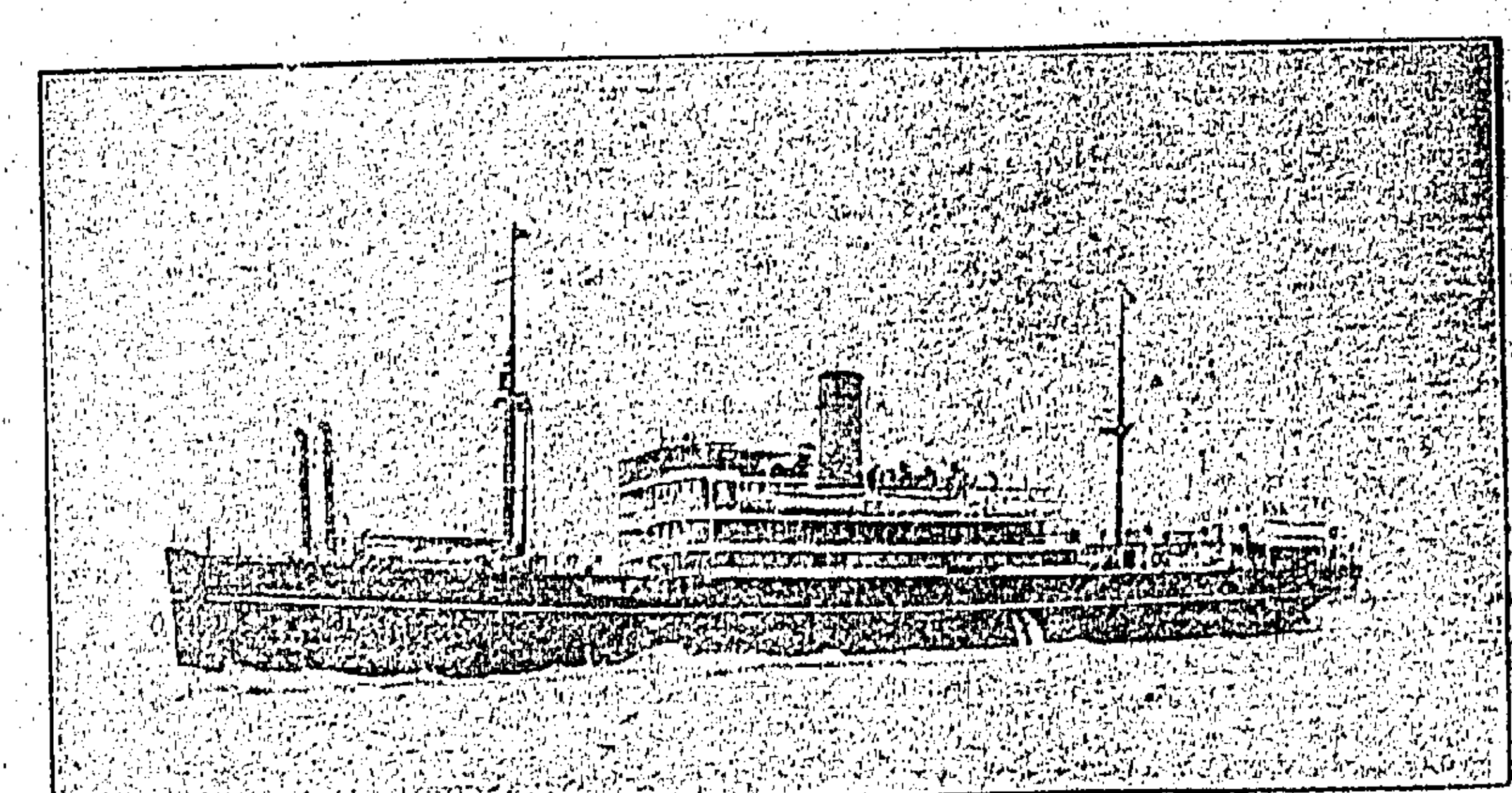
Butterfield & Swire, Agents.
 HONGKONG, CHINA & JAPAN.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO", HONGKONG;

Code Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition;
 Western Union and Watkins, Benson's Marconi.

Dock owners, Ship Builders, Marine and Land Engineers, Boilers Makers, Iron and
 Brass Founders, Forge Masters, Electricians.



S. S. "CHANGTE"

Passenger and Cargo Vessel Built and Engined at the KOWLOON DOCK by THE HONGKONG
 & WHAMPOA DOCK Co., Ltd. to the order of the AUSTRALIAN-ORIENTAL LINE, Ltd.
 For Australia-Hongkong Service.

Please address enquiries to the Chief Manager:—
R. M. DYER, B. Sc., M.I.N.A., Kowloon Dock, Hongkong.

NYKLINE

SAILINGS SUBJECT TO ALTERATION.
SAN FRANCISCO via Shanghai, Japan Ports & Honolulu
 TENYO MARU ... Monday, 13th June, at noon.
 SHINYO MARU ... Tuesday, 12th July.
KOREA MARU (Calla Koolung) Tuesday, 28th June, at 10 a.m.
 *Calls Los Angeles
LONDON via Singapore, Suez, Marseilles & Ports.
 HAKONE MARU ... Saturday, 4th June, at 11 a.m.
 SUWA MARU ... Saturday, 18th June.
 FUSHIMI MARU ... Saturday, 2nd July, at 11 a.m.
SYDNEY & MELBOURNE via Manila & Ports.
 TANGO MARU ... Wednesday, 22nd June, at 11 a.m.
 AKI MARU ... Wednesday, 20th July.
BOMBAY via Singapore & Colombo.
 SADO MARU ... Saturday, 11th June.
SOUTH AMERICA (WEST COAST) via Japan, Honolulu, Los Angeles Mexico & Panama.
 BOKUYO MARU ... Wednesday, 8th June, at noon.
SOUTH AMERICA (EAST COAST) via Singapore, Copetown & Ports.
 KAWACHI MARU ... Saturday, 9th July.
NEW YORK AND BOSTON via PANAMA.
 ASUKA MARU ... Monday, 13th June.
 TAKAOKA MARU ... Wednesday, 29th June.
LIVERPOOL via Singapore, Colombo, Port Said & Ports.
 DURBAN MARU ... Thursday, 16th June.
CALCUTTA via Singapore, Penang & Rangoon.
 TOKUSHIMA MARU ... Wednesday, 8th June.
 NAGANO MARU (omit Calcutta) Tuesday, 14th June.
NAGASAKI, KOBE & YOKOHAMA.
 AKI MARU ... Friday, 17th June.
SHANGHAI, KOBE & YOKOHAMA.
 CHILLI MARU ... Sunday, 5th June.
 PENANG MARU (Mojji Direct) Monday, 13th June.
 HAKUSAN MARU ... Monday, 13th June.
 MATSUYE MARU ... Friday, 17th June.
 For further information apply to:— **NIPPON YUSEN KAISHA.**
 Tel. Central Nos. 292, (private exchanges to all Depts.)

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK & BOSTON via SUEZ.
 S.S. "CORBY CASTLE" Sails on or about 19th June.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE & TRIESTE (RUE) TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES.

BRINDISI, VENICE & TRIESTE ... £72.10.0.
 LONDON ... £80.0.0.

NEXT SAILINGS.

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

M.V. "VIMINALE" Sails on or about 23rd June.
 M.V. "REMO" Sails on or about 21st July.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "VENEZIA" Sails on or about 9th June.
 M.V. "ROMOLO" Sails on or about 28th June.
 M.V. "VIMINALE" Sails on or about 26th July.

NATAL LINE OF STEAMERS.

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMVOLOSI" Sails from Calcutta 30th June.

Regular Passenger and Cargo Service to South African Ports. Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:—

DODWELL & CO., LTD.

Central 1030. Telephone Agents

AUSTRALIAN-ORIENTAL LINE, LTD.

"Changte" & "Taiping."

THESE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS. VIA MANILA, AND THURSDAY ISLAND. Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports. HONKONG TO SYDNEY—19 DAYS.

STEAMER	Due Hongkong on or about	Sails from Hongkong on or about
CHANGTE	11th June	18th June
TAIPING	8th July	15th July
CHANGTE	9th August	16th August
TAIPING	6th September	13th September

For Freight & Passage, apply to:—**BUTTERFIELD & SWIRE,** Agents. Tel. C. 86.

P. & O. BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND)
 Taking Cargo on through Bills of Lading for Straits, Java and Burma, Ceylon India, Persian Gulf, Mauritius, S. & S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe, Etc.
PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
 (UNDER CONTRACT WITH H.M. GOVERNMENT.)

	Tons	From Hongkong (about)	Destination
KASHMIR	8,985	11th June.	Marseilles, L'don & A'werp
MIRZAPUR	6,715	16th June.	Marseilles & London
MANUVA	10,940	25th June.	Marseilles & London
KHIVA	9,135	9th July.	Marseilles, L'don & A'werp
KALYAN	9,144	16th July.	M's, L'don A'werp & Hull

Frequent connections from Port Said for Passengers & Cargo to Constantinople, Pyrus, Smyrna and other Levant Ports by Steamers of the Khedivial Mail S. S. Co.

BRITISH INDIA-APCAR SAILINGS

TALAMBA	8,018	9th June.	S'pore, Penang & Calcutta
---------	-------	-----------	---------------------------

EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,500	1st July.	Manila, Sandakan, Thure, Island, Townsville, B'bane, Sydney and Melbourne.
ARAFURA	6,000	29th July.	

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia.
 The E & A. S. S. Co., Ltd. steamers will also call at Shanghai, Hainan, Cebu, Colaba, Tawao, Timor, Darwin, or other ports on route as indicated on offers.
 Frequent connections from Australia with the following:—
 The Union S. S. Co. Steamers to the United Kingdom via New Zealand, New South Wales, etc.
 The P. & O. Royal Mail Steamers to London via Suez, Canal.
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers to Southampton and London via Papanua Canal.

SAILINGS TO SHANGHAI & JAPAN

ST. ALBANS	4,500	5 June, 7 a.m.	Moji, Kobe, Osaka & Yokohama
TALMA	10,000	10th June.	Amoy, Moji, Kobe, & Osaka
KALYAN	9,144	16th June.	Shanghai, Moji & Kobe
ALIPORE	5,273	18th June.	Shanghai, Kobe & Moji
MACEDONIA	11,120	24th June.	Shanghai, Moji & Kobe

All dates are approximate and subject to alteration without notice.
 WIRELESS ON ALL STEAMERS.
 Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing.
 For Passage Rates, Handbooks, Freight, etc., apply to **MACKINNON, MACKENZIE & Co.,** Agents.
 P. & O. Bldg., Connaught Rd. C.

GLEN LINE.

Fare Hongkong to London £82.

LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Steamship "CARNARVONSHIRE" (Via Oran) 2nd July.
 Steamship "PEMBROKESHIRE" (Via Oran) 27th July.
 Motor Vessel "GLENOGLE" ... 24th Aug.

SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOCK.

Due Hongkong.

Steamship "PEMBROKESHIRE" ... 11th June.
 Steamship "GLENIFFER" ... 23rd June.
 Motor Vessel "GLENOGLE" ... 7th July.
 Steamship "GLENAMOY" ... 26th July.
 Motor Vessel "GLENAGARY" ... 4th Aug.

For freight, passage and further particulars, apply to:

JARDINE, MATHESON & CO., LTD.

AGENTS: THE GLEN LINE, LTD.

BOSTON, NEW YORK & BALTIMORE.

JOIN SERVICE OF THE

"BLUE FUNNEL LINE"

(OCEAN S.S. CO., LTD. & CHINA MUTUAL S.S. CO., LTD.)

AMERICAN & MANCHURIAN LINE.

(ELDERMAN & BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONGKONG

S.S. "ELPENOR" ...	via Suez Canal	5th June.
S.S. "CITY OF KOBE" ...	via Suez Canal	13th June.
S.S. "AGAPENOR" ...	via Suez Canal	3rd July.
S.S. "CITY OF CHESTER" ...	via Suez Canal	17th July.
S.S. "HELENUS" ...	via Suez Canal	31st July.
S.S. "CITY OF BEDFORD" ...	via Suez Canal	14th Aug.

Steamers proceed via Suez Canal or Panama Canal at owner's option.

Subject to Change without notice.

For freight and particulars apply to:—

BUTTERFIELD & SWIRE & THE BANK LINE, LD., HONGKONG
 Hongkong & Canton. Jardine Matheson & Co., Ltd., Canton

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination. Steamer. Sailing.

Destination.			
CANTON	Waishang	Satur.	4th June at 7 a.m.
OSAKA Amoy, Moji & Kobe	Suisang	Tues.	7th June at 7 a.m.
TSINGTAU Swatow & S'hai Kwongsang		Wed.	8th June at 7 a.m.
TIENTSIN Swatow & S'hai Waishang		Wed.	8th June at 10 a.m.
STRAITS & Calcutta	Fooksang	Wed.	8th June at 3 p.m.
SANDAKAN	Mausang	Fri.	10th June at 7 a.m.
TIENTSIN	Chipsing	Sun.	12th June at 7 a.m.
TSINGTAU Swatow & S'hai Hangsang		Sun.	12th June at 7 a.m.
TIENTSIN Swatow & S'hai Fooksang		Wed.	15th June at 7 a.m.
STRAITS & Calcutta	Kumsang	Wed.	15th June at 3 p.m.
TSINGTAU Swatow & S'hai Hopsang		Sun.	19th June at 7 a.m.

For freight or passage apply to:—

JARDINE, MATHESON & CO., LTD.

Telephone 215 (Central) General Managers

COMPANY MEETING.

WHITEAWAY, LAIDLAW & CO., LTD.

The Nineteenth Annual General Meeting of the shareholders of Whiteaway, Laidlaw and Company, Limited, was held on May 11 at the offices of the company, 8, Cripplegate-building, London, E.C.

Mr. Menno Wilkinson, Chairman, said:—
 As regards the profit and loss account, the profit on trading, rents, etc., after making provision for commission due to directors is £104,504, as compared with £183,447 a year ago. To this we have to add £28 transfer fees, making a total of £101,901.

From this sum we deduct directors' fees, £7,800, income-tax £23,400, and depreciation £10,390, leaving a balance of £141,900 to be carried to the balance-sheet.

From this last account we brought forward a balance of £23,003, which gives us a total of £164,903. The Preference dividends paid to December 31, 1926, absorbed £21,000; and an interim dividend on the Ordinary shares paid on December 1, 1926, £20,400.

We have, therefore, the sum of £123,503 to deal with to-day, and your directors recommend the following appropriation:—
 Final dividend of 10 per cent., making 15 per cent. per annum, free of tax, on the Ordinary shares, £58,038; to reserve account £10,000, making the reserve £255,000; to trustees of employees' provident fund, £1,500; and to carry forward to the next account, £53,465.

Abnormal Conditions.

I have already said that the year has not been without difficulties, and I am sure shareholders will be interested to hear how the abnormal conditions in 1926, both in this country and abroad, affected our business. The general strike, which took place about a year ago, caused some delay in deliveries from manufacturers, but I have not been able to trace any serious loss of business resulting from this; our stocks abroad are kept well assorted and we are more or less prepared for emergencies. Sea freights have been increased as a result of the miners' strike, and no reduction is in sight at present, although the strike has been over for some time and the price of bunker coal is about normal again. To sum up the position as regards the troubles in this country, I may say that this company has come through without any material loss. (Hear, hear.)

The Chinese Branches.

Turning now to our branches abroad, we naturally look at China first. We have, as you know, important branches at Shanghai, Hongkong, Tientsin, and Hankow, and shareholders may feel anxious about our interests in these places. I am glad to be able to tell you that at our two most important branches—viz., Shanghai and Tientsin—substantial advances in the dollar turnover were made during the period covered by the accounts. At Hankow trade was so well maintained that a decrease of only \$1,000 was shown during the 12 months, as compared with the previous year, and at Hongkong the shrinkage in sales was \$120 only. These figures will prove to you that in spite of the unsettled condition of the country our turnover in China during the year has been quite satisfactory.

Since the closing of the accounts, just over two months have elapsed, and although the troubles in China seem to be no nearer settlement, our business has not been interfered with but, on the contrary, continues to expand. During the first two months of the current financial year (March and April) the following increases over last year have been made in the turnover:—At Shanghai, 22 1/2 per cent.; at Hongkong, 20 1/2 per cent.; at Tientsin, 11 per cent.; and at Hankow, 22 per cent. It is impossible to forecast what will happen in China in the future, but we see no cause for anxiety as regards the safety of our staff or our property, and no reason why business should not continue to go ahead during the remainder of the year. (Hear, hear.) We employ a considerable number of Chinese at our various branches, all of whom are working well and loyally. They have to leave their employment when ordered to do so by their unions, as "peaceful picketing" in China probably assumes even more unpleasant forms than it does in this country, but they return to their work as soon as they are allowed to do so.

Ceylon Group's Record Profits. Turning to our branches in India, Burma, and Ceylon, I am pleased to be able to tell you they all show good progress during the period covered by the accounts. The best advance was made at our Ceylon advance group of branches, the sales and profits there constituting a record.

As regards the Straits Settlements and Federated Malay States, trade was exceptionally good. The business done at our Kenya Colony group of branches, which comprises Nairobi, Mombasa, Eldoret, and Nakuru, showed satisfactory progress, but trade at our Uganda branch was substantially less than the previous year, owing to low price of cotton and other circumstances.

I am also able to give you a favourable report on our Bangkok branch, where a substantial in-

AVIATION.

CAPT. LINDBERGH RETURNS TO PARIS.

London, June 3.
 Flying in a British airforce fighting plane and escorted by two other airforce planes Captain Lindbergh ascended at Honeley at 6.30 this morning. Returning to Paris he descended at Lympe on account of fog and resumed his journey at 8.15. He was later sighted in the north of France proceeding to the capital.—*Reuter.*

crises in sales resulted in a much improved net profit.

As to the Java Company, in which we hold the whole of the share capital, the result of the past year's trading at Sourabaya has been a disappointment. The turnover, although substantial, was slightly less than it was a year ago, and it would appear that the manager, in his anxiety to keep up returns, has not realized the same rate of gross profit as in previous years, and, in consequence, has failed to show the percentage of net profit we can reasonably expect. I hope to be able to make arrangements personally to inspect this branch later in the year, and I shall be able to report an improved state of affairs.

New Branch in Sumatra.
 I have now only to mention the new branch at Medan, Sumatra, which is worked in connexion with the Java Company. We commenced business there at the latter end of October in new and attractive premises, built by Whiteaway, Laidlaw and Co., Limited, and rented to the Java Company. The stock was personally selected by one of our Java managers, and the monthly returns are considered by your directors as very satisfactory. We have every confidence that the profits earned at this branch will be a welcome addition to the results of the Java Company.

It will probably be of interest to shareholders to hear that we have today 44 branches open, of which 20 are in India, three in Ceylon, six in the Federated Malay States, three in the Straits Settlements, three in China, one in Siam, one in Java, one in Sumatra, four in Kenya Colony, and one in Uganda. Our interests are thus very widely spread, and this makes for stability, as, although it is unusual for trade to be good in all countries at the same time, we have never met depressed conditions spread over the whole of the wide area we cover.

Since we met you last Mr. Prior and Mr. Thomson have spent a considerable time in the East on visits of inspection. Their reports have kept us fully informed of the conditions prevailing in the countries we are interested in, and their advice has been of material assistance to our branch managers.

On behalf of the directors and shareholders, I have pleasure in

CONSIGNEE NOTICES.

THE BEN LINE STEAMERS, LIMITED.

From LEITH, MIDDLERSBRO' ANTWERP, LONDON and STRAITS.

"BENVOLICH."

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th June, 1927 will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 20th June, 1927, will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th June, 1927, at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by **GIBB, LIVINGSTON & CO., LTD.,** Agents.
 Hongkong May 30, 1927.

HOLLAND-OOST AZIE LIJN.

(HOLLAND-EAST ASIA LINE).

From AMSTERDAM, ROTTERDAM, HAMBURG, BREMEN and GENOA.

The Steamship,

"GEMMA (7)." having arrived from the above ports,

consignees of cargo by her are notified that all goods are being landed at their risk into the hazardous and/or extra-hazardous godowns of the China Provident Loan and Mortgage Co., Ltd. Hongkong, whence and/or from the wharves delivery may be obtained.

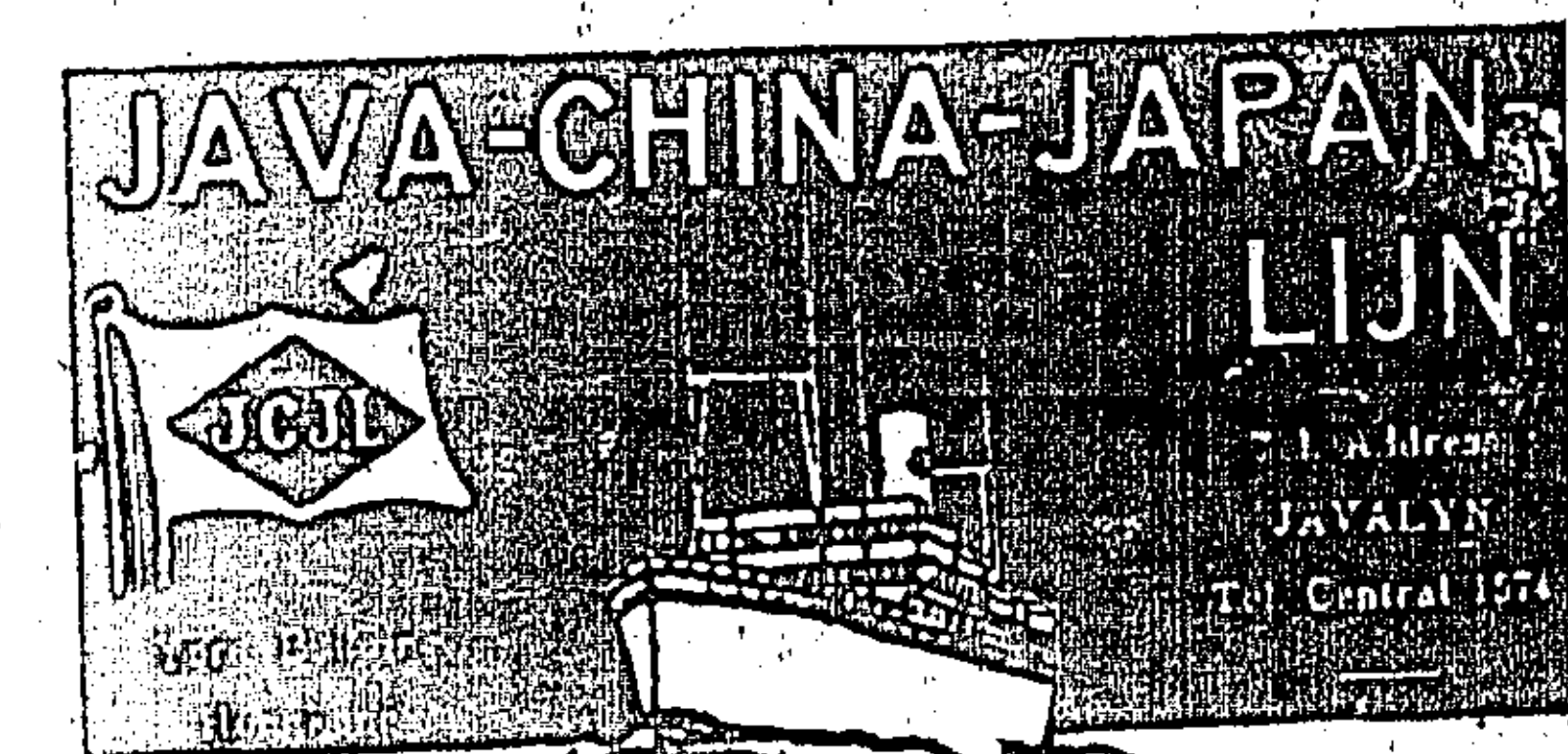
Goods not cleared by the 10th June, 1927 will be subject to rent.

All broken, chafed and damaged packages are to be left in the godowns, where they will be examined on the 9th June, 1927, at 10 a.m. by Messrs. Goddard and Douglas.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by **JAVA-CHINA-JAPAN LIJN.**
 Hongkong, June 3, 1927.



REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

Steamers	From	Expected on or about	Will leave on or about	For
Tjipanas	Java, Mesr	In Port.	4th June.	Saigon
Tjipannek	Java, Mesr	In Port.	6th June.	Amoy, N. China
Tjikini	N. China	6th June	9th June.	Batavia
Tjisaroa	Shanghai	11th June.	16th June.	Batavia
Tjisondari	Batavia	12th June.	14th June.	Shanghai
Tjisaroem	M'ksar, Java	20th June	23rd June	Amoy, N. China
Tjisalak	N. China	22nd June.	23rd June.	M'ksar & Java

Via Macassar

Via Batavia

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to the **Java-China-Japan Lijn.**

THE SWEDISH EAST ASIATIC COMPANY, LIMITED.

SERVICE OF FAST MOTOR VESSELS LOADING-DIRECT FOR

VALENCIA, ROTTERDAM, HAMBURG

and SCANDINAVIAN PORTS.

Loading about

M.V. "JAPAN" ... 12th June.

S.S. "NIPPON" ... 1st July.

M.V. "BENARES" ... 8th July.

FOR SHANGHAI and JAPAN PORTS.

M.V. "BENARES" ... 20th June.

M.V. "NANKING" ... 14th July.

For further particulars apply to the

Agents:

GILMAN CO., LTD.

Hongkong.

G. E. HUYGEN.

Canton.

HOTELS.

THE HONGKONG
HONGKONG HOTEL: REPULSE BAY HOTEL: PEAK HOTEL
Telegraphic Address: "KREMLIN, HONGKONG."
AND
SHANGHAI
ASTOR HOUSE HOTEL: PALACE HOTEL;
MAJESTIC HOTEL.
Telegraphic Address: "CENTRAL, SHANGHAI."
HOTELS.
LIMITED.

In association with the Grand Hotel
Des Wagons Lits, Peking.

KING EDWARD HOTEL.

Rooms will not be available for the Public,
neither the Lounge & Dining Room, till after the
14th day of June. There is a special lounge at the
back of the Bar for the Public.

HOTEL SAVOY

The Savoy is the outstanding Hotel
in Hongkong and one of the finest
appointed in South China.

HOTEL METROPOLE. HOTEL BOA VISTA.
22, Lee House Street. Macao.
UNDER THE SAME MANAGEMENT.

KOWLOON HOTEL

PREMIER HOTEL IN KOWLOON
Modern Toilet System.
Elevator and Telephones to each floor.
Smoking Room and Saloon Bar. First Class Billiard Table
Recently renovated throughout.

Manager's Personal Attention

Tels. K. 608-609.

H. J. WHITE

Cables KOWLOTEL. HONGKONG

Manager

PALACE HOTEL.

Tel. Kowloon No. 6. Tel. Address "PALACE."
Three minutes from Kowloon Wharf, Ferry and Railway Station.
Entirely under English Management. Electric Light and Fans throughout.
Every Room with Private Bath, Lounge, Bar and Billiard-Rooms.
Unrivalled Cuisine under the personal supervision of the proprietress.
Terms moderate. Special terms to families on application to:
Mrs. J. H. OXBERRY, Proprietress.

EUROPE.

Cables:—"EUROPE"
Singapore.

HOTEL

SINGAPORE.

After-dinner
dancing every
Tuesday, Thursday
and Saturday.

Grill

THE EUROPE HOTEL. LTD.

Arthur E. Odell, Managing-Director.

CAFE
RESTAURANT PARISIEN

REMINDER

COME ALONG FOR YOUR WEEK-END
ENJOYMENT

A spacious, comfortable and cosy private reception
and Dining room is now open for engagements.

Best of Service Assured

Podder Building.

Telephone C. 1576.

Printed and Published for the Proprietor by FREDERICK
PERCY FRANKLIN, at 1 and 3, Wyndham Street, in the City of
Victoria, Hongkong.

JAPANESE LADY ACCOMPANIST.



Above picture shows Miss Suzuko Yamamoto, who
will be the accompanist at a recital to be given by Mr.
Seijiro Tatsumi, the American-born Japanese tenor, at
the Nippon Club, Whiteaway Building, to-morrow night
at 8 p.m.

WUHU SEARCH THREAT
FAILS.

(Continued from Page 1.)

they can reinforce any front when
the situation necessitates.

In the meantime three defence
lines of the Ankuochun have been
decided as the first line at Hsuehchow,
the second at Tsinan and the
third line at Tientsin or Chuning-
cheng. It is learned on good au-
thority that General Wu Chun-
sheng will be appointed the Com-
mander-in-Chief of Reserve Forces
at Chinchow.

NATIONALIST ADVANCE.

No Attempt to Loot.

A Chinese traveller who has re-
turned from Yangchow and Chin-
kiang to Shanghai reports the
Southern advance up the Grand
Canal and the Northern evacuation
have been accompanied by little,
if any, losses to the civilian
population. Yangchow is now in
the hands of the Nationalists but
the city changed hands without a
struggle, and neither the out-
going Sun Chuan-fang soldiery
nor the advancing Southerners
made any attempt to loot or worry
the townsmen, so that the place
wears an air of peace and pros-
perity that is unusual in a com-
munity that is a bone of conten-
tion in a Chinese war.

Armoured Train Moved.

Since the British warning
against the transport of Shanghai
Nanking Railway rolling stock
across the Yangtze at Nanking
does not have any bearing upon
the return of Tsin-Pu cars or the
rolling stock of the Shanghai-
Hanchow-Ningpo line, the Nation-
alists have been busy during the
past week taking the armoured
trains that once belonged to
Chang Tsung-chang across to
Pukow and have also shifted three
engines and 20 wagons belonging
to the Hanchow line across the
river.

Evidence that the Shantung
troops left Pukow in some haste
when the Nationalists crossed
the Yangtze at Nanking, is made
clear by the number of captured
guns that are being brought back
here for repairs, minus breech
blocks and other essential parts.
One Chinese observer counted 22
18-pounders and one 9-pounder
passing through a few days ago.

JAPANESE MISSION.

Apology for Momo Incident.

Shanghai, May 28.—Mr. S.
Yada the local Japanese Consul-
General; three Foreign Office in-
vestigators; and Mr. T. Funatsu,
Director of the Japanese Cotton
Mill Owners' Association in China,
who recently left here for Han-
kow to inspect the conditions
there, after stopping off at Nan-
king en route, returned here yester-
day aboard the destroyer
Momo. The party of the Foreign
Office officials are now putting up
at the Astor House Hotel. It is
said that they will leave here for
home on the 31st on board the
Shanghai Maru.

Sun's Telegram.

In reply to the protest filed by
the local Consulate with Marshal
Sun Chuan-fang against the firing
upon the Japanese destroyer Momo
on the 18th instant, on which Mr.
Yada and the Foreign Office in-
vestigators were proceeding to
Nankow, Marshal Sun, on May

HOW MUCH DO YOU KNOW?

The following are answers to
to-day's questions.

1. The Chinese, 2. Philadelphia or Philadelphia,
about 1600, a house of entertainment, 3.
Started by Ptolemy Philadelphus in the palace
of Alexandria, 4. Baron Newman, 1615, 5.
1840, Edward VI, 6. Mr. Lionel Lakin, 1788,
7. 1604, 8. From Calicut, in Malabar, India,
9. Blackheath, 1608, 10. Herodotus, 11. A
medieval body, governing the Counties Pal-
atine, 12. Pope in prologue to the "Satires,"
13. George II, 14. Merton College, 15. The
counts of Norfolk, Essex, Kent, Sussex, and
Hants.

The roller skate is no longer just
a juvenile plaything. It has be-
come a power in Chicago's trans-
portation system. Health authori-
ties, while admitting that the in-
vigorating pastime is beneficial,
fear that crossing accidents will
increase, due to the fact that
skates have not yet been equipped
with four-wheel brakes. The fad
started when the faculties of the
two large universities banned the
use of motor cars by students.
The collegians turned to roller
skates, and now high school
students and office workers skate
to their daily duties on the level
boulevards.

25, addressed a telegram of
apology to Mr. Yada from Tsing-
kiangpu, expressing great regret
at the incident. The telegram
reads: I at once inquired into the
affair as soon as I received your
telegram, and, as a result, it was
found that, it being a dark night
at that time, the soldiers fired
upon your vessel, mistaking her
for an enemy ship. Such being the
case, I hope, you will take the
matter into consideration."

S.-N.R. ROLLING STOCK.

Transference of War Prizes.

An agreement has been reached
between Dr. C. C. Wu, the repre-
sentatives of the bondholders of
the Shanghai-Nanking Railway
and the British authorities, where-
by certain rolling stock left on
the Shanghai-Nanking railway by
the Shantung-Chihli forces as well
as locomotives and cars of the
Shanghai-Hanchow railway will be
transferred to Pukow to be used
on the Tientsin-Pukow line.

When the Nanking military au-
thorities first suggested that they
would transfer trains from Nan-
king to Pukow, they were notified
that this would be disallowed and
H.M.S. Carlisle was stationed at
Nanking to prevent such an ac-
tion. The British officials took
this stand to uphold the neutrality
of the line and to protect the in-
terests of the British bondholders.
Subsequently the point was made
that some of the desired rolling
stock was not property of the line
but were prizes of war. It was
then agreed that three trains
could be moved, but there were
no locomotives to move them.
The Chinese then called attention
to the fact that, although there is
a British bondholders' interest in
the Shanghai-Nanking line, there
is none in the Shanghai-Hanchow
line. The British authorities
thereupon withdrew their protest,
so long as the effectiveness of the
Shanghai-Nanking railway is not
interfered with.

2.30, 5.15

QUEEN'S

7.15, 9.20

The Picture That Brings
Gay Broadway to You!

Broadway! BROADWAY!
What a picture that name
calls up—gayety, jazz, gorgeous
girls! And here, at last, is re-
vealed the true story of The
Great White Way—its glam-
orous revels and romances,
and the drama stalking back
of its footlights. The true life
story of an actress who, by her
faith, brought back an erring
husband from a life of wine,
women and song.

See the Charleston danced as
it's never been done before!

with
ZASU PITTS, TOM MOORE,
LILIAN TASHMAN

Added Attraction
ANN PENNINGTON

From the story "Hearts" by
ADELA ROGERS ST. JOHNS
Adapted by Alton D. G. Miller

PRETTY LADIES
A MONTA BELL
Production
With Scenes in Technicolor

A Metro-Goldwyn-Mayer Picture

3 LIVE
GHOSTS

WORLD

TO-DAY ONLY

2.30, 5.15, 7.15, 9.15.

Pals in the war—reported
lost—and now they breez-
ed back home!

A no'er do uell who, fear-
ing the law, was perfectly
willing to stay "dead."

A blue-blood, shell shocked
out of his name and past
into a habit of stealing any-
thing in sight.

A roaring bucko whose
"resurrection" spoiled Step
Mam's plans for collecting
insurance.

Add a wife, a baby, two in-
terrupted loves and 57 com-
plications! Mix with con-
stant surprises and laugh
for a solid hour!



STAR

TO-DAY ONLY

2.30 to 11.15 p.m.

CONTINUOUS

Next Change

TOM
MEIGHAN

in
OLD HOME
WEEK

